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THE COLONIST.

A Monthly Magazine Devoted to the Interests of Manitoba and the Territories.

VOL. 7. No 7.

WINNIPEG, DECEMBER, 1892.

ONE DOLLAR A YEAR.

Notes and Comments.

President Van Horne, of the C.P. Railway, paid a flying visit to Winnipeg last month.

Skating on the Red River at Winnipeg commenced on Tuesday, November 8th.

The earnings of the Northern Pacific railway for the second week of November were \$570,229.

Mayor Lucas, of Calgary, has been in the east in the interests of immigration to the Northwest.

Sir Donald A. Smith's residence at Silver Heights, near Winnipeg, was destroyed by fire on the evening of November 24th.

The Victoria firm of Kirschberg & Landsberg are sending a large private collection of Indian curios to the World's Fair.

The C. P. R. and the Manitoba Government are actively engaged making arrangements for next year's immigration campaign.

The last trip of the C. F. R. boats on the Great Lakes was made by the Alberta. She is going into winter quarters at Owen Sound.

John Gunn has purchased the Stony Mountain quarries near Winnipeg, and will erect a draw kiln for burning lime in large quantities.

A severe rain storm visited the State of Washington last month, doing much damage in both town and country places through flooding.

H. A. Massey, of Toronto, has written Dr. Sparling, principal of Wesley College, Winnipeg, promising a donation of \$10,000 to the new college building.

The Columbia & Kootenay Railway and Navigation Company is asking for legislation to enable it to extend its railway to Revelstoke on the main line of the C. P. R.

Premier Greenway, of Manitoba, and the newly-appointed Dominion Minister of the Interior, had a conference at Winnipeg on November 25th on immigration matters.

The Northwest Wire Company of Winnipeg have put in the necessary plant and commenced to manufacture wire nails. The first shipment of the new product was made early last month.

Among the Russian exhibits destined for the Chicago Exhibition is a railway locomotive belonging to the Moscow and St. Petersburg (Nicolai) Company. This is a new express engine now being completed at the Alexan-

drovok works, where all the workmen and artificers are Russians.

Chicago publishers are talking of issuing both a morning and evening paper from Machinery Hall during the time the great fair is open, printed with presses sent to the fair as exhibits and on paper manufactured on the grounds.

It is said that the Manitoba Government intends putting up a special building outside the World's Fair grounds in which to exhibit specimens of the products of this province with a view to thoroughly advertising the province outside as well as inside the Fair.

W. W. McDonald, the new member of Parliament for Eastern Assiniboia, was born in the province of Quebec and spent some twelve years in business in the city of Montreal. He came to Western Canada in 1882 and has been engaged in farming at Fleming ever since.

If the fast Atlantic steamship service between Canada and the old country is established it will result in incalculable good to the Dominion and especially the western part of it. The tourist traffic which it would create would alone be worth the cost of the investment.

The financial statement of the town of Calgary from January 1st to Nov. 17th shows receipts of \$65,637, principal items being taxes \$21,000 and loan \$30,000. The assets of the town amount to \$80,600. The debenture debt is \$64,234, and the liabilities, including amount due bank, \$74,234.

The town of Woodstock, Ontario, has generously agreed to support two missionaries in Manitoba and to contribute one hundred dollars to the general mission fund. Another contributor to this mission fund is James Hay, a manufacturer, of Woodstock, who has agreed to give two hundred and fifty dollars a year for five years.

Mr. Bell, stock dealer, Winnipeg, has just brought in the largest bunch of sheep from Ontario, that has ever arrived here from that quarter. There are about 3,000 sheep in the flock, and they will be wintered at the old provincial exhibition grounds, St. Boniface, near Winnipeg, which have been leased for the purpose.

At a conference of railroad passenger agents held recently in St. Paul, for the purpose of fixing the winter excursion rates from the Northwest to the East it was decided to issue the usual rate of \$40 for the round trip from all points in Manitoba and the Canadian North-

west, and from points in North Dakota and Minnesota north of a line drawn east and west through Fargo and Grand Forks.

Dr. Frank Westbrook, son of Mr. H. S. Westbrook, of Winnipeg, an honor graduate and medalist in natural science of Manitoba College, who has for some years past been attending universities in England and Ireland, has carried off at Cambridge the John Stewart Walker fellowship, won in the study of bacteriology.

A meeting of the directors of the dairy association was held in Winnipeg on Tuesday and Wednesday with President Barrie in the chair. After routine business it was decided on motion of Struthers and Champion to decline with thanks an invitation to hold the annual meeting at Brandon and hold it at Winnipeg. It was resolved to invite Messrs. Greig, Hays and Haecker from the south, Senator Perley and A. G. Thornton from the west to attend the meeting. Papers on dairy topics will be read by John Hettle, M.P.P., of Bissevain; James Glennie, Portage la Prairie, Wm. Champion, Reburn; E. A. Struthers, Russell; and Messrs. Barrie and Thompson of Winnipeg.

The sample copy of the Christmas number of the *Dominion Illustrated* is a genuine surprise; we had no idea that such a superb work could be turned out in Canada. Everything in the number, coloured supplements, reading matter and illustrations is not only of a very high order but most attractive and will, we think, tempt everyone—even editors—to indulge in a few copies as souvenirs. The comic supplement is excellent, and shows great originality and skill on the part of the designer; the adventures of the hero at sea and in Paris are very funny. Another very good thing is the double page plate of the "Legislative Halls of Canada"—where our worthy M.P.'s and M.P.'s luxuriate and wrangle. As a rule the buildings are noble and imposing, and will give our friends abroad some idea of the progress of the Dominion in self-government. The large supplement "Christmas-Morning" is a beauty, and is well worth a handsome frame. The reading matter appears to be just the thing for the holidays, bright, interesting and beautifully illustrated; a new departure is in reproducing on title page the portraits of the authors. The whole number forms a literary and artistic treat and must be seen to be appreciated. From the high merit of the work we do not doubt but that the whole edition will be disposed of as soon as put on the market.

The Colonist.

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THE INTERESTS OF MANITOBA
AND THE TERRITORIES.

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WINNIPEG, DECEMBER, 1892.

A HOLIDAY GREETING.

As this number of THE COLONIST is the last of the series for 1892, the holiday season will have come and gone by the time we again address our readers. We take the opportunity of wishing each and all, subscribers, advertisers and friends: A Merry Christmas and a Happy New Year.

SLOW BUT DESIRABLE SETTLEMENT.

There can be no doubt but many people in the Canadian Northwest are more or less disappointed at the rate at which this vast prairie country has been gathering in its settlers during the past twelve years. People of a speculative turn of mind in particular are not at all satisfied. They, as a rule, have invested in lands and town lots, and settlement is not rapid enough to make them what they expected to be in a few years after making their investments,—worth ten or twenty times the money they have so invested. Here as in all new countries, it is the speculative investor who does nearly all the complaining and growling. They make no calculations upon success by their own industry, and they grumble because the industry of others does not enhance the value of their property as fast as they would like it to. They do not make proper calculations upon the immensity of this country. They forget, or do not want to remember, that in a country with nearly three hundred millions of acres of the most fertile lands in the world all waiting settlement, a hundred thousand of fresh population can be lost in one corner of such a vast area, and that while these millions of acres, or a very large proportion of them are still obtainable practically for the settlers' entry fees, or at the merest nominal price, where they are owned by railway corporations; high prices, even for lands in the older settled portions of Manitoba, are not likely to be secured. It is simply madness to expect that the millions of settlers necessary to even sparsely settle this great country can be gathered in within a few years, or in time to make the land speculator immensely wealthy, without his getting tired of holding on and realising nothing in the interval. Fancy the richest lands on this continent located within ten to twenty miles of the growing city of Winnipeg going begging for buyers at from seven to fifteen dollars an acre, and in some instances at less than this lower

figure. Still it is impossible to materially advance the prices of these lands, while so many millions of acres are available for free settlement in the more westerly portions of the country. Under such circumstances settlement is undoubtedly too slow to suit the speculative element of the country.

But after all has the settlement of the Northwest been so phenomenally slow, as some would make us believe. It must be kept in mind that it is only about twelve years since the first railway connection between Winnipeg and the outside world was completed, and it is only seven years since railway communication from Manitoba to the Atlantic through our own Dominion was secured. When the first road entered the province from the south, the total population of the Northwest was somewhere in the neighborhood of 50,000. Now, that population is over a quarter of a million, and creeping rapidly up towards 300,000. Surely this increase is a rapid one, although it is only a drop in the bucket when compared with the vast country open for settlement. Should this increase go on in the same ratio for twenty years more, then the Northwest would have a population larger than either Ontario or Quebec, and still settlement would seem so sparse that the country would present scarcely any more appearance of being filled up than it does at present.

But admitting that settlement has been much slower during the past twelve years than it has been in several of the new States to the south. Let us ask the question, has this slow settlement been an unmixed evil? It requires only a few minutes' thought to furnish a negative answer to this question. If we view the revolutionary and anarchical hordes, who have rushed into the United States during the past twelve years, and compare them with the stream of quiet, industrious settlers, who have been flowing into the Northwest from Eastern Canada and Northern Europe during the same period, we must admit, that we have many reasons for contentment and congratulation. A quiet intelligent class of settlers have brought their quiet, intelligent, law-abiding ideas with them and finding laws in existence to preserve order, they have cheerfully aided in its enforcement.

The enforcement of law and order has not been the only blessings resulting from a slow but safe settlement. With the westward march of settlement that of churches, schools, and other moralising influences have kept pace, so that crime of a serious nature is almost unknown, and petty offences are very few. There are no anarchists, communists or other dangerous elements of society such as have drifted from the conspirators' dens of Central and Southern Europe into the United States, and not a secret society exists in the whole country, which is in any way a menace to law and order. Nor is there any necessity for such organizations as suffering and oppressed farmers in Kansas and other Western States have been compelled to form, in a vain attempt, by putting debt collecting laws at defiance, to free themselves from the bondage of the money shavers or financial blood-suckers. No doubt other circumstances have contributed much towards this quiet

and orderly state of affairs, but the one of comparatively slow settlement, and a careful discrimination as to the class of settlers encouraged to come here has done more than any other in that way; and now that indications of a great increase in the stream of immigration to the Northwest, are plain, the social as well as the Governmental structure of this country have taken such definite form, that any imported lawlessness or disorder would soon be crushed, or compelled to shelter itself in some other land.

DISAPPOINTED SETTLERS.

A correspondent of the Liverpool *Courier* writing from Johannesburg, South Africa, gives a rather discouraging picture of the state of affairs there, and one not likely to assist in the colonization of that country from England.

It is evident that the correspondent in question is one of that class of skilled laborers, who often flock in swarms to a new country, where industrial growth is only in its infancy, and ten unskilled out-door laborers are wanted for every skilled artisan required. There is perhaps no disappointment so bitter, and no chagrin so keen as that of the British skilled artisan, who on emigrating to a new or undeveloped colony, finds his mechanical skill at a discount, and the untutored rough laborer, who in Great Britain he was accustomed to look upon as so much his inferior, securing steady and fairly remunerative employment, in which if he, the artisan, engages, he finds himself unable to compete with the laborer he once viewed as below his standing. Rough out-door labor requires men who have been inured to it, and the skilled artisan who is forced to engage in it, finds himself but little if any fitter for it, than the clerk or book-keeper, who is also forced to accept such employment. The following extract from the letter in the *Courier*, shadows out pretty clearly the class to which the writer belongs:—

"I can inform (from my own, I'm sorry to say, unfortunate experience of two years) with a salary of £2 a week at home in Liverpool will go further than £5 a week here. I can with confidence say, stay where you are. You have to put up with wet, we all know. Put yourself here, and instead of wet you can enjoy a few months of dust storm, greater or less according to the strength of the wind, as we have not seen a drop of rain for five or six months; and if your duty calls you out of doors, as mine does, you will know that there are worse things than rain, and a good deal worse. "Dust and death" at present in Johannesburg are synonymous terms, as you can find out from the fact that last month the death rate was just double what it was that time last year. Also, there are no sanitary arrangements to speak of, and that is certainly the cause of the greater quantity of typhoid fever cases, which generally prove fatal—certainly two out of three do. As I lived in Birkenhead and worked in Liverpool for nigh 20 years (being born in the first named), I write now to you, as I know when I left home that people all talked as if this place, and in fact the greater part of South Africa, were paved with gold. No doubt the place is rich, but then the wages and rent, etc., are double and treble that at home. For instance, a working man gets on an average £5 or £6 a week (a skilled artisan), but then for a house, which he can get in Liverpool for 6s a week, he pays here 30s to 40s a week—a slight difference. Again, I've seen potatoes going at 1d a piece and eggs 6d each; fresh butter, a luxury,

at 3s to 7s a pound, according to time of year; very rarely less than 3s a pound. Meat is cheap, but generally it is very much more like a bit of shoe leather; and the new duty, coming in force on October 1st, 25s on every 100 pounds of fresh fruit and vegetables, will make things go up a bit more. I saw a chest of drawers going for £6 10s, and I am positive you can get the same at any house in Liverpool for 30s to 40s, and this was second-hand. Soling and healing boots, 3s 6d to 10s, I pay myself, and it's done in six weeks at the outside. I speak from experience. Suit of clothes: Liverpool, £3 10s to £4 10s; Johannesburg, £6 10s to £8. Hats, 15s; Liverpool, 8s 6d; washing, 4s a dozen; collars and handkerchiefs, socks, all same price, 4d each. When people talk of young fellows going abroad to such and such a good situation double what they get in Liverpool, they never take into account the prices they have to pay for things they want, and at present the tendency is to reduce wages, and everything else going up. Of course, of course there are one or two who grow rich, but what about the thousands who only exist?"

With a heavy influx of skilled artisans, clerks and book keepers into the Canadian Northwest, many like the *Courier* correspondent would be greatly disappointed. This new and comparatively undeveloped country requires only so many of such settlers, and that the number of skilled artisans has not greatly exceeded the demand is plain, from the fact, that such men get paid \$3 to \$4 per day in Winnipeg and other cities. But with a deluge of skilled labor these prices could not be long maintained. A supply greatly in excess of the demand would here as elsewhere reduce wages of such men below the present fairly remunerative figures.

We have been fortunate enough so far in the Northwest to have no deluge of skilled artisans, although we have had the usual plethora of clerks, book keepers and such like, and serious disappointment, and in some instances something like hardships have been experienced by such men, although many possessed of courage have fought against great difficulties until they became adapted to their changed circumstances, and in time reached comfort, and a few affluence, in some new line of life.

It must be admitted, that in Manitoba and the Territories westward, the chances of success are ten to one in favor of the farmer and the farm laborer. Year by year the scarcity of the latter class is becoming more awkward during haying, harvesting and threshing time, and big wages have been paid during July, August, September and October of the past two years. Just fancy an English farm laborer demanding seven pounds a month and found in everything, and that has been a common figure during the latter part of the last two seasons. It takes so little capital to start farming here, (say £150 to £200) that the industrious, careful farm laborer is usually settled on a farm of his own at the end of two year's work as a laborer. Thus the demand for such is steadily increasing, and the supply disappearing. So much so, that unless there is a heavy immigration of farm laborers into Manitoba during the next few years, agricultural affairs will be seriously hampered in the latter part of each season.

But the Manitoba settler has reason to be thankful and satisfied with his lot, when he looks over the prices of necessaries of life as quoted by this South African correspondent in the *Courier*. In the Canadian Northwest as in all other new countries we have to pay high

for luxuries of some kinds; but for food this is a veritable land of Goshen. The finest cuts of beef, mutton and other meats, such as the European artizan or laborer seldom tastes unless about the Christmas holidays, are sold for seven pence a pound, while less desirable cuts are sold at two pence halfpenny to five pence; butter ranges from eight pence to fourteen pence according to season and quality; eggs range from sixpence to fifteen pence a dozen according to season, while the finest flour in the world is now selling at a penny a pound, and lower grades at less than three farthings. The finest flour never did exceed in late years three halfpence, and usually ranges from a penny to a penny farthing. For two days wages a mechanic can lay in enough potatoes in the fall of the year (say half a ton) to supply himself and family until the next crop comes in, and all other vegetables, such as cabbage, cauliflower, carrots, turnips, parsnips, celery, and such like are correspondingly cheap, at that season of the year. Even fruit is very reasonable, for Winnipeg is the dumping market for that product for the States south, and the Provinces east of it. Thousands of tons of the most delicate southern fruits are sent there on consignment every year, and are sold at very moderate prices. The climate of Manitoba is so dry, and the temperature so much below that of the fruit growing countries south of it that such fruits can be preserved in good condition there, weeks after they would have spoiled in the southern districts. Therefore when a plethora of fruit sets in, ship to Manitoba the surplus is the course followed, and sell it there for what it will bring, thus relieving the original market. This keeps Manitoba a cheap market generally for fruit. In connection with poultry, fish, and other perishable goods of that kind, the same thing is true in the winter. The surplus poultry of Ontario, the salmon, halibut, cod, and other fish of British Columbia and the Atlantic provinces are all rushed to Winnipeg for distribution over the prairie province, where they can be kept in a semi-frozen state for weeks, or even months, without the expense of any refrigerating process, and as there is a big local supply of poultry, and an unlimited supply of lake fish in from Lake Winnipeg, and other lakes coming into competition, the price of the imported goods is naturally rather low. In England, salmon fresh at seven to eight pence a pound is a cheap luxury, but at these figures it can be bought in Winnipeg retail at any time of the year, while in the middle of winter a plucked fowl of four pounds weight can be had for about fifteen to eighteen pence.

It is unnecessary to state that Manitoba, like all other new countries, has its drawbacks and disadvantages, especially to people who have lived only in the cities and towns of Great Britain. But it has no drawbacks in connection with cheap food. The diet of a working man in Winnipeg costs him at least twenty five per cent, less than it would cost him in any English city, if he lived as well there as he did in the Manitoba capita!

EDITORIAL NOTES.

THE election of Mr. Isinger, the Haultian candidate to the vacancy in the Northwest As-

sembly, left by the death of Mr. Reaman, has placed the old party again in power and afforded another illustration, for the benefit of the Opposition, of the old saying that "the best laid schemes of men and mice gang aft a-gley."

WESTERN people are unanimously agreed that with his appointment to the portfolio of Minister of the Interior the opportunity of the Hon. T. M. Daly has come. If he meets the wishes of the country in the all important question of immigration he will prove beyond a doubt the wisdom of the choice which placed him in the position he now occupies.

THE excitement raised in Canada by the action of the British Board of Agriculture in forbidding the importation of live Canadian cattle to England has nearly all died out again, and those whose wail was loudest when the edict first came forth are now arguing that the action of the Board will ultimately prove an advantage instead of an injury to Canadian interests.

CANADA was taken by surprise last month when the announcement was made that Premier Abbott had resigned and that Sir John Thompson had been called to form a new cabinet. While everybody knew that Mr. Abbott was in poor health and that he seriously contemplated giving up his office, his resignation was not just at the moment expected, and came as a surprise to many who are usually pretty well posted on political matters.

THE annual meeting of the Presbyterian Synod of Manitoba and the Northwest, which was held at Winnipeg in the latter part of November, attracted a great deal of attention. This church body embraces the Presbyteries of Winnipeg, Rock Lake, Brandon, Minnedosa and Regina, covering the country from Lake Superior to the western boundary of Assiniboia. The principal subjects which came up for discussion related to Home Missions, Manitoba College, and educational matters.

A good deal of attention was given last month to Imperial Federation matters both in Canada and the old country. Mr. G. K. Parkin, one of the strongest advocates of the scheme, has been travelling about the Dominion delivering addresses and enlisting the interest and sympathy of Canadians. In another part of this issue we have a summary of his lecture as it was delivered in Winnipeg. In the old country a special committee of the Imperial Federation League appointed at the suggestion of Lord Salisbury, late Premier Minister of Britain, has been drafting the outline of a plan by which it is thought the requirements of such a federation could be met. The gentlemen who composed this committee are of world wide fame as statesmen and scholars, and brought to bear upon the subject a vast amount of knowledge of Colonial and Imperial affairs, of politics and statescraft. Their report is now before the Council, of the League, and will probably greatly facilitate the understanding of the whole question.

Assiniboia Notes.

The Western Milling Co. are erecting a large elevator at Penso.

Prairie wolves are said to be doing more than usual damage on the sheep ranges this year.

The name which has been decided on for the new paper to be started at Moosomin is *The Spectator*.

The Legislative Assembly of the Northwest Territories is called to meet on Wednesday, the 7th of December, for the transaction of business.

The Directors of the Qu'Appelle Agricultural Society have decided to hold a grain show in connection with the annual meeting of the society to be held in January.

J. J. Young, one time editor of the *Regina Leader*, has identified himself with the Moosomin Printing and Publishing Company, and will assume the business and editorial management of the new paper to be issued there.

The President of the Wood Mountain and Qu'Appelle Railway has issued a circular letter to the ratepayers of the municipality of Qu'Appelle, which contains a full and clear statement of the affairs of the Company, and asking that they give a favorable vote on the by law to grant the company a bonus of \$20,000 in aid of the construction of the road from the main line of the C.P.R. to Fort Qu'Appelle, to be payable only on the completion of the road to Fort Qu'Appelle by October 31st, 1893.

Alberta Notes.

The C. P. Ry. Co's new station at MacLeod was opened on Nov. 5th.

The flour mill at Emerson is to be moved to Edmonton, Alberta.

A small amount of platinum has been mined on the Saskatchewan this year.

The machinery for the roller mill which is being built at Edmonton, Alberta, is arriving.

The annual matches of the Edmonton Rifle Association were held on November 1st and 2nd.

Thos. Henderson of Rabbit Hill, northern Alberta is wintering over forty hives of bees this season.

Supt. S. H. McIlree has received the appointment of Assistant-Commissioner of the Northwest Mounted Police.

The surveying parties who have been working in the Edmonton district finished up their work for the year in October.

The Land Department records for the year ending October 31st show 795 homestead entries at the Edmonton land agency.

The coal men have formed a combine, says *Edmonton Bulletin*, and put up the price of coal delivered to \$3 a ton. Last winter it was \$2.50 and \$2.75. It is now \$2.50 at the pit mouth.

The militia department has decided to issue script to the men who composed the force known as Steel's Scouts, which was attached to General Strang's command during the Canadian rebellion of 1885.

A deputation of the Calgary board of trade waited on Hon. T. M. Daly, on his recent visit to

that place, and submitted petitions to him regarding immigration, irrigation, the post office, the allocation of school lands for university purposes, military depot at Calgary, an experimental farm, and an asylum and penitentiary for the district of Calgary.

Mr. Tweedle, roadmaster on the Calgary and Edmonton railway has been appointed roadmaster on the C. P. R. from Gleichen to Canmore, succeeding W. A. Perry, who was lately drowned at Kananaskis Falls.

Senator Cochrane, of Alberta, has been cast establishing a market for ranche dressed beef. He has arranged for the shipment of large quantities to eastern points, and thinks the trade will be of benefit to ranchers. Asked if he had tried the experiment of shipping dressed beef to the European markets, he said, "No, as proper facilities for such a trade had not been provided."

The advocates composing the Edmonton Bar are asking for incorporation as the Edmonton Law Society, with Geo. A. Watson as president, N. D. Beck, vice-president and S. S. Taylor, secretary-treasurer. Among its purposes is that of establishing of a general law library at Edmonton.

At a recent meeting of the Lethbridge board of trade it was moved and carried, "That in the opinion of this board the promotion of irrigation in a portion of southern Alberta is absolutely necessary for the development of a district which but for the scanty rain fall in certain seasons would be one of the richest in the Dominion. That to properly place the matter before the government, a commission, composed of say, one representative from the several districts of Calgary, Macleod and Lethbridge, be appointed to collect evidence, as to the necessity of irrigation, and that the boards of trade of Calgary and Macleod be asked for their opinions in this matter, and if they are prepared to act in conjunction with us; also that we subscribe a sum of, say two hundred dollars to cover our portion of the necessary expenses."

"O'Neil Hayes, of Wetaskawin, is in town" says the *Edmonton Bulletin*: "Mr. Hayes is government land guide at that point and also agent for Fitzgerald & Lucas, who sell the C. P. R. lands, and the Calgary & Edmonton railway company, who own the town site. The following is a list of the buildings erected in Wetaskawin this year: John West, general store; John Burch, general store; J. Z. C. Miquelon, general store; R. Bense, general store; M. Ambler, harness shop; T. B. Henderson, tailoring establishment; H. Deitrich, blacksmith shop; J. Gould, jr. livery stable; G. Greenwood, livery stable; A. Norman, hotel; J. Gould, sr. dwelling. There is no telegraph office yet at Wetaskawin, but one is much needed and also a branch land office. At present entries have to be made at Red Deer, 60 miles south, entailing great expense to homesteaders. The country is well settled for about eight miles south, west and north of Wetaskawin, and for about twenty miles east. There are settlers 30 miles east. A big rush is expected next spring."

An informal meeting of a number of prominent ranchmen took place at Macleod recently, at which the question of the alarming increase

of wolves throughout the country, and the best means of exterminating them was discussed. Some years ago, says the *Macleod Gazette*, most of the larger ranches, with the idea of keeping down the wolves, imported hounds supposed to be capable of carrying out that plan. Since then the wolves have increased enormously, being now almost as plentiful as they were in the old buffalo days, and effectually proving that where they were in question the dogs were not in it. Such being the state of affairs it came to be generally understood that some energetic policy of extermination must be inaugurated, the loss of stock on the ranges, from wolves alone, having become a most serious item in the yearly balance sheet. With this end in view most of the ranchers throughout the Willow Creek district have already banded themselves together into an association, and they propose to offer a bounty for every wolf, of \$5, in addition to which they will purchase the hide of the dead animal, making in all between \$7 and \$8 per head; and Secretary Campbell has been instructed to communicate with all other ranches in the district, and so make the scheme general. It is proposed to form a fund for the payment of the bounties by levying a tax of 20c per head per colt and 10c per head per calf, on this year's branding. This scheme will supply a want that has been long felt, and we have no doubt will be entered into by ranchers generally throughout the district. It may seem a large outlay at first, but it is decidedly economic in the long run. Old stockmen have computed that every wolf in the course of a year gets away with about \$50 and \$60 worth of stock, and that is putting it at a low rate. Every wolf killed at that rate means a saving of some \$40 or \$50 in one year only, a sum that is well worth expending \$8. Let the rest of the ranchers of this district follow the lead set them by the Willow Creek stockmen and the wolf question will soon be settled.

The Value of Frozen Grain as Pig Feed.

During the past year the officers of the Central Experimental Farm at Ottawa have been making experiments in fattening swine for the purpose of ascertaining the value of different classes of feed and methods of feeding. A series of tests were made with frozen grain, the results of which should be of unusual interest to farmers in those parts of the Dominion where a less or greater quantity of wheat may be injured by frost or other climatic conditions, by showing them how to provide means to market in the best way this product which cannot be sold at paying prices in the form of grain. These experiments have shown that from 9.1 to 15.49 pounds of increase in the live weight of swine can be obtained for each bushel of frozen wheat consumed. When pork is fetching five cents per pound live weight, with an allowance of five per cent. for shrinkage, frozen wheat fed under the least favorable of ordinary conditions may realize 43½ cents per bushel. At the same price for swine the frozen wheat fed under favorable conditions in the quality and age of the swine and the preparation of the feed may realize 73.45 cents per bushel.

Boarding House Register.

WHERE ARE YOU GOING TO PUT UP.

This question is often heard on the cars. If you want information regarding good boarding accommodation you cannot do better than call at the rooms of the Young Men's Christian Association in the town at which you step off. This information will be gladly furnished by the Secretary.

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ESTABLISHED, JAN., 1891.

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Winnipeg, Man., - Canada.

Manitoba.

Roads on the Prairie.

To a native of the eastern provinces of the Dominion, accustomed to a country possessed of a rough surface with many rocks, abrupt hills, frequent swamps and other obstacles to easy travel, that exist more particularly in new districts, the roads on the prairie of Manitoba must cause surprise and admiration on account of their vast length, and perfect smoothness. Except during a very wet time, there is no difficulty in moving heavy loads for hundreds of miles over pathways where no money or time have ever been spent on improvement. On these prairie roads, smoothed only by the wheels of wagons, many travellers will drive their horses eighty miles in a single day, with out considering that an injustice has been practiced on the horse, although the horse may think differently. The absence of steep hills and general freedom from all obstacles, on prairie roads, leads men to use means of conveyance and locomotion such as would be impracticable in almost any other than a prairie country, and even houses upon wheels have ceased to be a novelty. Settlers moving from one point to another, bridge builders, railroad contractors, land surveyors and others, like the snails, often take their houses with them in the form of tents upon wheels, and sometimes the cabins are made of thin boards, well jointed: the apartments usually consist of a bedroom, and a kitchen furnished with a small stove. Those who go round amongst farmers with threshing machines, are frequently provided with these movable houses, which in that case are used only as sleeping apartments and contain an ample supply of bedding; thus relieving farmers who may not find it convenient to accommodate a dozen or more men with beds on short notice. The fine roads of the prairies also permit the use of traction engines, that not only travel from one farm to another to drive the threshing machinery, but besides doing this haul after them the separators and the car-like houses for the accommodation of the men. When farmers, travellers, land hunters or explorers find it necessary to move to great distances, the prairie roads form pleasant pathways on which to journey, for besides being smooth and dry, there is, in summer, abundance of the finest pasturage for horses and cattle on either side over a boundless extent of country, so that while the traveller has his house upon wheels in which to rest and sleep, a spare horse or two can be permitted to follow the little caravan, and a cow giving milk often goes in company to supply the luxury of cream for the coffee. As there are trails everywhere, from the great lakes to the Rocky Mountains, and from the Missouri River to the polar sea, it is an easy matter to travel in the Northwest during summer, and in autumn excursions on the prairie are delightful, for then game abounds. There are deer and partridges in the groves, with sometimes a bear; there are wolves and foxes on the plain; ducks and geese on the ponds; fish in the rivers, and grouse every-

where, with generally the most delightful weather ever experienced in any country.—*Pilot Mound Sentinel.*

Killarney.

Killarney is one of the few towns in Southern Manitoba that has the advantage of being close to an interesting sheet of water where, in summer, boating and fishing can be engaged in. The town is in the centre of the fine municipality of Turtle Mountain. A number of beautiful creeks take their rise amongst the hills south of the boundary, and flow on Canadian soil towards the Pembina. Bounded on the south by a projection of the Mountains and on the north by Pelican Lake, the largest of all the Pembina lakes, this portion of Southern Manitoba is exceedingly attractive. The town occupies a most pleasing position between the railway and the charming lake with wooded and romantic shores. There are four general stores, two hardware stores, a drug store, a stationery and fancy store, a harness shop, a bakery, a butcher shop, several blacksmith and carriage shops, two or three implement warehouses, a couple of lumber yards, etc. There are two large and excellent hotels and two churches, one of which is brick. The people of both town and country are just now rejoicing over the erection of a new roller flour mill, of seventy-five barrel capacity.—*Ex.*

Notes.

Ernest E. Thompson of Carberry, has been gazetted Naturalist for the province of Manitoba.

The Winnipeg Board of Trade is asking that the postage on drop letters in the city be reduced to one cent.

The daily sessions of the call board of the Winnipeg Grain Exchange were resumed on Monday, November 14th.

During the weeks ending the 5th and 12th of November respectively, 403 and 276 cars of wheat were inspected at Winnipeg.

The new electric car lines on Portage Avenue, Nena and Logan streets, Winnipeg, were put in operation on November 14th.

The men who have been working on the Soo extension all arrived in Winnipeg last month, the work having been stopped for the winter.

Residents of the western portion of North Winnipeg are agitating for a foot bridge over the C. P. R. yards which will give them better communication with other parts of the city.

On the first day of the Winnipeg tax collections for the year 1892, over \$7,000 was received. The tax collector expects that \$250,000 will be paid in before the end of the year.

The statement has been made by a gentleman who ought to know, that upwards of 9,000,000 bushels of wheat have already been carried out of Manitoba by the C.P.R. and N. P. & M. R. Companies this season.

Rev. D. Campbell, Presbyterian minister at Holland, while in Winnipeg attending the meeting of the Synod spoke highly of the progress being made by Holland. The C.P.R. have made the town a divisional point.

A. O. Cheney, a young business man of Brandon, accepted the assistant secretaryship of the Y.M.C.A. in Winnipeg, succeeding Mr. Ball, who goes to Calgary.

Before the Winnipeg Historical Society on Thursday evening December 1st., Rev. Dr. Bryce of Manitoba College, read a paper on the early history of the Hudson's Bay Company and C. N. Ball gave an address on the trade of this company in its early days.

A recent issue of the *Liverpool Press* contained the following note: "The annual harvest festival of the Church of St. John, Belvedere-road, was held on Sunday. The church was decorated with fruit, flowers, etc., with rare good taste and great lavishness, the blinding of grains and grasses lent by Mr. A. Mc Millan, of the Manitoba Government contributing to heighten the beautiful effect."

The Dominion Government Savings' Bank transactions at Winnipeg for the month ending 30th November were:—

Deposits	\$22,472.00
Withdrawals	26,391.48
Spirits	\$19,523.71
Malts	3,395.12
Tobacco	14,485.25
Cigars	855.45
Petroleum inspection	1,044.80
Other receipts	74.93

Total

Total for November, 1891

Increase

Several slight changes have been made in the Northern Pacific Railway Company's Winnipeg time card which came into effect on Sunday, November 20th. The running time between Winnipeg and St. Paul has been reduced and in future the express will leave Winnipeg at 11.45 instead of 11.10 as heretofore. It will arrive at 4.10, its former time being 4.25. The time of arrival and departure at St. Paul has not been changed. On the Brandon branch the train will depart from Brandon at 7.30 instead of 6.45, arriving at Winnipeg at 2.45 instead of 2.20. On the Portage line the regular will depart from Winnipeg at 3.40, arriving at Portage la Prairie at 7, in place of 4.30 and 7.40 as previously. The return run will be made leaving Portage at 8.25, arriving in Winnipeg at 12.10. The former time of arrival was 11.35.

The Winnipeg Board of Trade and Grain Exchange is taking up the matter of the establishment of grain elevators at Winnipeg for the storage, cleaning and drying of wheat and other grains. It is expected that if such an elevator is built it will be of a capacity of not less than a million bushels, and fitted up with the most modern machinery for cleaning and drying grain. A good portion of it would be fitted with storage bins of a size to contain only one or two cars of grain so that the identity of particular cars could be preserved. Grain coming into the elevator would first be cleaned and then weighed into bins by a Government weighmaster, after which the shipper could get a warehouse receipt with a Government certificate of weight and grade attached which would make them negotiable at sight. With such an elevator at Winnipeg the chances of grain blockades would be greatly lessened.

A Perilous Ride.

BY ARCHIE R. FOGLESON.

I remember a little incident that happened some three years ago, while I was acting as railway agent at Excelsior Springs, which I would never willingly pass through again.

Excelsior Springs is situated twenty miles north of Kansas City, and is "up grade" nearly all the way. I had been agent there over a year and was pretty well acquainted with most of the people in the city.

I had just seated myself at the desk one morning, and was busily engaged in writing, when Sambo, a fellow employed as drayman for White & Co., and who, by the way, was as "black as the ace of spades," came excitedly on the platform.

A car of lump coal billed to the company had been set out on the wrong side track and could not be unloaded. Sambo had come in the day before asking me to have it removed to another point, but as it was the end of the month and I was unusually busy his request was forgotten.

"Now I shall catch it," I thought, "and accordingly prepared for the blow.

"Whyn't you mind me, sah? I done tole you to hab dat car set so dis heah niggah could got at it. 'Pears to me you don't ker far de trouble you make o'ler people."

"Sam, I forgot all about it. I am sorry, but—"

"Sho now! Massa done gone and 'lectified the head oberseer of dese heah cars and I 'speck you'll be lookin' fur a job totin' coal along wid dis nigger."

I laughed at this and his anger grew warmer.

"Yaw haw-haw! I'se a mind to clamber tro' de winder and gib you a whalin'! White folks is good as niggers as long as day hab demselves, but when dey gits mulish, satan am to pay."

Remembering that the track was down grade, I felt sure that we two could open the switch and run the car on the main track, and from there to the other side.

"Sambo," said I, "if you help me, in a very few minutes you can handle your coal."

"Now, boss, you is talkin' sense. I 'clare de goo luess, I'se clean beat out dis mornin', an' I axes yer parding fur de talk that I sent."

"All right Sam," I answered, rising from my chair.

Leading the way out to where the car stood, I opened the switch. With the help of a pinch-bar we soon had the car rolling out on the main line, Sambo acting as brakeman.

I stopped to lock the first switch, thinking Sambo would slow the car down and give me a chance to open the next. To my amazement the car had already passed the second switch and was fast increasing in speed.

"Brake her down!" I yelled, at the same time setting out after the car at breakneck pace. "Set that brako, you black imp!" I panted as I clambered on behind.

But there he stood, his hands on the wheel and his eyes protruding from his head. He seemed paralyzed with terror.

By this time the speed of the car had in-

creased fifteen or twenty miles an hour. I crawled over the coal, and clutching the wheel, gave it a whirl. Horror! The chain was broken—it was useless.

I gave one glance at the ties as they flew past us. There was no chance to jump now. We were running wild at the rate of thirty-five miles an hour.

How long would it be before the car jumped the track? The thought drove me wild. As for Sambo, he had thrown himself flat down on the coal.

"Oh, for de good Lawd, I's clean done for, I is! An' I done gone and stole dem chickens last night from de preacher! Oh, dem water-millions dis chile done borrowed from Deacon Sherman! I'se got to die easy. An' dat ham I toted away from dat meat bar'l of marsa's a'n done forgot to tole him! 'Pears like dis nigger nebber had any mom'ry no how.

At any other time I should have laughed at this, but when one is facing death and realizes it everything speaks of tragedy.

The speed of the car was now over a mile a minute. The telegraph poles whizzed past so fast that I could not count them. The sensation was sickening. I clung convulsively to the brake-wheel, waiting every moment for the crisis to come.

We flew by the first station like lightning, leaving a crowd of people standing on the platform with their mouths open and doubtless wondering where the company had procured an engine that ran without smoke or steam.

My knees shook together so that I could scarcely stand, and had the brake been out of my hands I should certainly have been keeping Sambo company in the coal.

If the car kept the rails for five minutes more we might still escape, for at a short distance ahead there was a slight ascent and then a more abrupt incline.

As we neared this spot, the speed of the car perceptibly lessened. My heart bounded. I would jump for my life as soon as we reached the summit of the grade.

"Sambo," I said, "we shall yet be saved. Rise and stop your howling. Braco up and be a man. Now see here," I said, as he reluctantly obeyed. "Stand on this beam. When I tell you to jump, do so, if you wish to save your life."

The car was running quite steadily now. One hundred yards more would bring it to the top of the little hill. Stepping behind Sambo, I waited for the critical moment, determined to kick him from the car should he disobey me when I gave him the word to leap.

Nearer and nearer we came to the top, when at last we were running on a level.

"Go, Sam!" I yelled.

He made one attempt to jump, and then drew back. I was too quick for him, and sent him sprawling into the air. Scanning the ground for one brief moment, I sprang from the car. I struck on my feet, head and hands alternately, until I reached the bottom of a ditch. I was stunned for a moment only, and rising, looked around for Sambo.

He was already on his feet, and coming toward me. He had struck on his head and shoulders and came out without a scratch, but was badly frightened.

As for myself, one finger was broken and half the skin on my nose had been rubbed off and replaced with sand. My gold watch was crushed into a shapeless mass.

I looked at the car as it disappeared in the distance with a shudder. I was so glad to know I stood there alive that I could not control my feelings and madly shouted, "Let her go, Sam, let her go!" Not stopping to realize that the car would "go" in any case.

Five miles further it jumped the track and ran into a water-gauging tank, flooding the track with 800 barrels full of water. The tank, in going down, crushed a neighboring windmill into fragments. I felt as Sambo did about the matter.

"Boss," he said, "if we'd been on dat 'ar car I speck we'd done gone to glory, shuab. Dis chile am mighty glad he had the presence of mine to jump at the right mint.

And I never disputed his great courage and "presence ob mine."

The next day I was summoned to the superintendent's office, where I was severely reprimanded, as I deserved to be, but not discharged, I have been very careful ever since and run no risks.

To this day Sambo never unloads a car without examining the brake chains to see that they are set and safe.

C. P. R. Land Sales.

The quantity of land disposed of by the C. P. R. Land Department during the month of November was 33,551 acres, which brought \$124,029, over one hundred per cent. more than the sale for the same month last year. From the first of January to the end of November, 378,537 acres were sold, yielding the sum of \$1,320,334, an increase over the same period of last year of \$971,563. The town site sales to the end of November aggregated \$103,603.

It will surprise most people to learn that the finest railway station in the world is in India, in Bombay, which cost \$1,500,000 and took ten years to build. The finest in Europe will be, when completed, the new central station at Frankfort-on-the-Maine. A very costly station is also to be erected by the North British company as its Edinburgh terminus.

A BULLETIN was issued last month by the Department of Agriculture of Ontario on the subject of "Bees in Relation to Fruit." This publication was the outcome of a discussion between the Bee Keepers and Fruit Growers of Ontario as to whether bees were an injury or a benefit to flowers and fruit trees. The bee-keepers have complained that the fruit growers by spraying their trees with solutions containing Paris Green for the purpose of preserving them from the ravages of insects and grubs, are killing off the bees. The fruit growers on the other hand contend that the bees while in search of nectar do serious injury to the maturing fruits. This bulletin conclusively shows as a result of practical experiments that bees aid materially in the fertilization of trees and flowers and are to be regarded as a benefit rather than an injury to the trees.

Fort William Coal Docks.

The great coal docks and the immense work occasioned thereby, furnishing employment for scores upon scores of laborers, are a source of revenue to the business men of Fort William of no small magnitude. It is therefore a source of pride and pleasure to the average citizen to take a stroll alongside of the long chain of elevated tracks and watch the processes by which the large coal-laden vessels are emptied, and the long train of cars loaded for shipment to the cities and towns of the west. To one unacquainted with the machinery and methods adopted, the first visit to the coal docks is very interesting, and almost every day strangers may be seen singly or in groups watching with deep interest and evident satisfaction the steam coal baskets at work. It is the marvel of all with what rapidity and precision they perform their labor, each one having ability to remove hundreds of tons daily from the holds to the docks. Looking at the tremendous quantity of coal now on hand, the first question that presents itself for our consideration is: what shall be done with all this? Is not the supply greater than any immediate demand can be? And then learning that a large number of vessels shall even yet bring in cargoes of coal, it would almost appear that reckless extravagance was indulged in, in piling up such mountains of coal. But when we begin to ask on the other hand, what shall be the demands upon this accumulation of millions of tons? The answers flow in upon us in such a way as to leave no doubt but that even the present large stock will be none too large for the winter's drain upon it. The Canadian Pacific Railway itself has marvelous facilities for the consumption of coal. The engines devour it like great and greedy monsters, and the amount needed to drive her mammoth elevators, and run her machine shops is of no small measurement. These with a hundred and one minor enterprises lend their aid to demolish it. Cities, towns and villages all the way to the Rockies draw their fuel from here more or less, so that we would not be surprised if there should be but a small quantity left when navigation opens next spring.—*The Journal.*

A Burmese Oil Corporation.

Dr. Noetling, of the Geological Survey of India, in a report on the petroleum industry of Burmah, which has recently been published in Rangoon, gives an interesting account of an ancient oil-digging corporation known as the Twinzayos. This body is chiefly concerned in working one of the chief oilfields in Upper Burmah, and it appears to have existed from very early times and to have preserved its peculiar customs. It is believed that the art of obtaining petroleum from the earth was carried into this part of the country by Arakanese prisoners of war, who were acquainted in their own country with "earth oil" and its uses. These seem to have got permission to dig for the oil, as the soil was of very little use for cultivation, and in course of time they and their descendants became established in the place, and acquired by prescription certain rights which were very generally respected by the

Burmese. About 1856, King Mindon, who granted monopolies of almost everything in the country, monopolised also the sale of oil, and compelled the diggers to sell their whole product to him at a fixed rate; but in return he confirmed the ancient rights of certain families to dig for oil. After the British annexation in 1836, the alleged rights of the Twinzayos were investigated by the British authorities, and were fully confirmed and defined, and they further had restored to them the right of selling their oil when and how they pleased. Captain Baker, who visited the place in 1859, found 200 families engaged in the industry, and the number has not greatly increased. Dr. Noetling does not appear to entertain a sanguine opinion of the future of oil digging in Burmah according to native methods, as natives cannot go more than 310 ft. below the surface, and a large number of the wells have reached that depth already.—*Colliery Guardian.*

Nationalities in Canada.

The following table from the census returns shows the birthplaces of the people of Canada in 1891 and 1881 respectively:—

	1891	1881
Born in Canada.	4,155,014	3,085,545
England	218,961	169,492
Scotland	107,365	115,010
Ireland	148,842	135,522
Newfoundland..	9,331	4,596
Other British Possessions ..	4,432	3,545
United States ..	80,480	77,750
China.....	9,127	4,384
France	5,377	3,384
Germany.....	27,711	25,528
Italy and Spain.	2,851	992
Russia and Poland	9,196	6,376
Scandinavia ..	7,826	2,074
Other countries .	13,190	13,590

Chemistry on the Farm.

Agricultural chemistry should form part of the education of every boy destined for the farm. Every public school in rural districts should teach it, not merely theoretically, but practically. All their work should be guided by an intimate acquaintance with that science which is not only the foundation of agriculture, but whose laws govern its operations. Chemistry affords definite knowledges to the amounts of the several constituents taken from the soil by field crops, thus indicating what must be restored if fertility is to be maintained, and lucrative yields obtained in the future. Such knowledge is well nigh indispensable at the present day to the grower of grains, roots and fruits, if he is to compete successfully with his intelligent neighbors. Chemistry can tell us in a large measure, of the relative fertility of the soil, and point out what elements of plant food may be lacking. It is the science that makes the barren waste lands fruitful, and is the chief agent in making "two blades of grass grow where there was but one before." To stock raisers and dairy farmers it lends its aid in showing the requirements of animals; the

daily waste of the animal organism; it ascertains the composition and relative feeding values of cattle food; it analyses animal products, indicating their comparative worth. Chemistry stamps the values upon artificial fertilizers. The intelligent investigator in the important subjects of insecticides and fungicides, must also prosecute his studies by aid of chemistry.

Some Woods of British Columbia.

Between the Kootenay river and the Rocky Mountains, in British Columbia, maples are found quite abundantly, but compared with the pines and coniferous timber they are so small as to appear more like shrubs than trees. But on the flat lands of the coast the maple attains great size, being often two and a half to three feet in diameter, though the trunk is often forty to fifty feet in height. The settlers call it the vine maple. The wood is very cross grained, and when dressed resembles bird's-eye maple quite closely, the grain being really very fine and handsome, and polishes beautifully, but requiring considerable labor. It must, in time, be recognized as of value for a furniture or cabinet wood. Back from the coast, in the valleys, may be found vast quantities of common poplar, cottonwood, white birch, alder, willow and yew. Compared with the other timber these species are so small as to not be considered of any value by the explorers, but the time must surely come when they will all be wanted for lumber. That time will come with the building of railroads and the settlement of the country to the eastward, which is nearly all a comparatively treeless prairie.—*Canadian Lumberman.*

The *News-Advertiser* Co. of Vancouver have bought out the Vancouver Bookbinding Co.

J. G. Fitzgerald, C. P. R. land agent at Calgary, has returned from the State of Washington, where he had been working in the interests of immigration to Alberta, bringing with him some fifteen settlers, and reporting a number more to follow.

An Alberta paper says that the stockmen in the vicinity of Choteau have deemed it advisable to take steps towards the destruction of wolves and coyotes, and to that end held a meeting on Nov. 1st, at Choteau, to discuss the most feasible means, to elect officers, raise funds etc.

A few threshing machines are still operating, says the *Pilot Mound Sentinel*, but many have gone into winter quarters. The season has been most favorable both to the threshers and the farmers, and also agreeable to the men employed in assisting. With the exception of one or two short storms, nearly every day since harvest ended has been delightfully fine, and grain has consequently been prepared for market in excellent condition. Where the stacks that stood over from last season were well built, the grain proved quite dry, and as a rule the oats are good. Although in many cases grain in these last year stacks is by no means bad, the low price has caused many farmers to give up the intention of threshing them, and the grain will be fed to cattle in the sheaf.



A BRITISH COLUMBIA LAKE SCENE. See page 131.

F. H. Mathewson, manager of the Bank of Ottawa; Dr. A. H. Ferguson, representing the Medical association; Mr. Dwight, the manager of the G. N. W., and Mr. Jenkins, manager of the C. P. R. telegraph company; Mr. Scath, Mr. Hoare, manager of the Imperial Bank; Mr. McCaw, manager of the Lake of the Woods Milling Co., and Mr. McIntyre, president of the Commercial Travellers' association.

Mr. Bawlf replied to the congratulatory references to himself, and expressed his pleasure at seeing so many gentlemen present interested in the building.

The meeting broke up with three cheers for Mr. Bawlf; and the company accepted an invitation to an adjoining room, where refreshments were served.

One of the most practical speeches was that of F. H. Mathewson, manager of the Bank of Ottawa. He made a few remarks on the superior banking facilities enjoyed by the people of this country, characterizing our banking system as one to be proud of, saying that no country in the world gave greater security to depositors, and referring to the branch system as a unique feature making provision that every town of a thousand inhabitants can have a bank, the benefits of which were being felt throughout the Northwest. He then proceeded to express his opinion as a banker, that it was very important in the interests, not only of the grain trade, but of the city that receiving elevators should be erected in Winnipeg. He said that the security frequently offered by customers to their bankers was not always satisfactory, and that if grain merchants were in a position to offer the warehouse receipts of a strong public company, they would have much less difficulty in financing their business than at present.

Mr. Mathewson's suggestion was well received, and several of the speakers who followed him emphasized his remarks, particularly Mr. Bawlf, who urged that the question should be taken up by the citizens, as this was the proper place for a system of elevators, as in the United States and elsewhere there were elevators at all the railway terminal points; also by Mr. Hoare, manager of the Imperial bank, who said he had long felt the necessity of centralizing the grain business in some way. Mr. McCaw, manager of the Lake of the Woods Milling Co., stated that within the last month he had had communication with people in the east who were spending money in the erection of elevators, with a view to the providing of elevator facilities here. He added that if he should fail, he felt sure that others would take the matter up and push it to successful termination.

Literary Notes.

The issue of *Grip* for November 19th was an especially good one.

The November number of the *Manitobian*, Winnipeg's illustrated magazine, is to hand and presents a varied table of contents.

With its issue of November 3rd, the *Edmonton Bulletin* entered upon its thirteenth year of existence, and in noting the fact, it rightly took the opportunity of saying a few things about itself and a great many things about the progress of the district, which it re-

presents. The *Bulletin* is one of our most valued exchanges, and we congratulate it upon the success with which it is filling its position among the journals of Western Canada.

The 1893 edition of the *Canadian Almanac* of which Messrs. Copp, Clark & Co., Toronto, are the publishers, is out. Some special features have been added to this edition of the *Almanac*, which will prove of great value to Canadians. Among them is a list of the Barristers and Solicitors of Ontario, in connection with which is a list of the Practising Notaries of Quebec. The Clergy list has been enlarged, and now includes all denominations in the Dominion. The astronomical information has been extended to Quebec and Winnipeg, and a tide table, giving the times of high water at Quebec for 1893, has been prepared. The regular departments have been carefully revised to the latest possible date, and a list of the changes occurring since the forms went to press, is given on the last page. We would recommend the *Almanac* to our readers as a publication which they will find useful in a thousand ways during the year 1893.

The forthcoming special statistical number of *The Engineering and Mining Journal* of New York promises to be the most complete and valuable report on mineral statistics ever published in America. It is the custom of the *Journal* to collect and publish at the close of each year complete and reliable statistics of the mineral industry of the United States, and the enterprise has grown until this year they have to make a large separate volume to contain them, to be ready some time in January next. The wonderful progress which has characterized American mining and metallurgy during the past quarter of a century has been due in no small degree to *The Engineering and Mining Journal*. This paper has not only made those interested familiar with the best practice in every part of the world, but it has itself created a practical technical literature of inestimable value to those engaged in mining, metallurgy and general engineering. Its statements in all matter either of technology or trade are accepted with confidence, to merit which a paper must be above even the suspicion of ventility and must have the independence and courage to expose both the profitable swindles which undermine, and the popular delusions which injure and unsettle the foundations of the industry it represents.

A Good Idea.

The C.P.R., through its Western Passenger Agent, has issued the following circular letter to all those who intend taking advantage of the cheap excursion rates of this season. If the suggestion which it contains is only acted upon by those who visit the east this winter, it will undoubtedly result in much good to Western Canada:

Winnipeg, Nov. 10th, 1892.
Dear Sir,—It is with pleasure I now advise you that our annual excursions to the east—the seventh year—will commence on November 28th, and continue until Dec. 31st. The rate will be the same as in former years, and I hope the privileges we can extend to you will enable you to visit all your friends.

When you are at your old home, might I ask you to give us a helping hand in inducing as many as possible to come up and make their home with us. To each and all we are under many obligations for the valuable assistance we have received in the past, and indeed, on your efforts, and on the reports you have sent to your friends, have we been able to turn the tide of immigration to the Northwest, a tide which is now running to success, and

which, unless I am much mistaken will keep flowing, until at no distant date, there will not be a vacant quarter section.

It is only, however, on your continued efforts that we can hope to reach this much desired result, but if we pull together, we should be able to accomplish it, and at any rate, for the next year, pave the way for a substantial increase of immigration over the very successful year just closing. In you we have to place our dependence, however, and I would therefore beg of you, when down east, or in the old country, not to spare the "good word" but let everyone know that we have homes for them in the west, where in a few years, by less application than they at present expend, they can hope to be in more comfortable and affluent circumstances. Try and bring them back with you so that on first landing they may have some one to give them a helping hand, and that they may not consider themselves as strangers on their arrival.

In order to accomplish this be sure and take your excursion ticket via the Canadian Pacific route, as of course, your friends should all, in coming to the Northwest, travel by our own Canadian line, the rates for settlers being much lower than any other line can afford to charge.

Again thanking you for your exertions in the past, and in anticipation of your co-operation in the future, I am

Yours faithfully,
ROBT. KECK.

Fertile Alaska.

The nature of the whole land can be roughly divided into three conditions, writes E. J. Glave in the *October Century*: Snow and ice-fields bury the coast-range and chuck up every hollow; to the immediate north the valleys are rocky and barren, but the vast interior beyond is richly clothed in luxuriant vegetation. Scientific authorities theoretically mapped out giant ice fields as spreading over the entire land from the Fairweather and Mount St. Elias ranges north almost to the valley of the Yukon.

Colossal heights mantled in never melting snows tower thousands of feet in the air, but within the shadow of these mighty uplands, in the sheltered hollows beneath, lie immense valleys carpeted with the richest grasses, and gracefully tinted with wild flowers. Here in the summer a genial climate is found, where strawberries and other wild fruits ripen to luxuriance, where there are four and a half months of summer and seven and a half of winter. In June and July the sun is lost below the horizon only for a few hours, and the temperature, though chilly at night, has an average of sixty five degrees in the daytime.

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BAKING POWDER
PUREST, STRONGEST, BEST.
Contains no Alum, Ammonia, Lime, Phosphates, or any Injurious.

The Art of Thinking.

Did you ever notice how bunglingly some men think? There is as much or more difference in the way men use their mental faculties as there is in the way they use their tools. Just as one man will proceed deftly and systematically to the accomplishment of a piece of work with everything conveniently at hand, every motion intelligently directed to the furtherance of the main purpose, and an expedient ready for every irregularity or difficulty which presents itself, so the ready thinker proceeds at once in a right line to the pith of a subject, sifting out the extraneous matter, defining the main point, and bringing to bear upon it all his available information. On the other hand, a clumsy thinker will chase a question up one side and down another, without getting anywhere or arriving at any relevant conclusion.

The mental like the manual faculties are susceptible of and require cultivation. It is only by practice and continual use that the dexterity and skill of the expert machinist or other manipulator are acquired. No matter how naturally ingenious and handy a man may be, he will lack deftness when placed upon work to which he is entirely unaccustomed. In order to think with facility a man must be accustomed to thinking. It is one thing to let the mind roam about among the things one knows, and another to put it hard at work and keep it there, grinding at something you do not know but want to. It is easy and entertaining to read an article which tells you something which you knew before and which you can endorse, but you learn nothing by reading it. It requires an effort to read an article which contains real information, however plainly expressed. It has to be studied, applied, digested, criticised; the suggestions raised by its perusal have to be followed out to their conclusions, and to conscientiously read an article of this character is a task which a man is inclined to shirk just as a lazy man might shirk a physical task. But compare the man who shirks with the man who reads and you will find in the first a mental bungler, in the second the acute and able thinker, the man whose head saves his hands and who is valued, respected, and trusted with the conduct of work and the administration of affairs, and rewarded accordingly. Always read a little ahead of yourself. Read matter which requires an effort upon your part to understand. The effort will not only place you upon a higher intellectual plane but the mental exercise will develop a habit of accurate thinking which will be of more value to you than volumes of average matter read only to be forgotten.—*Powers.*

Japanese Coal.

Mr. J. C. Hall, H.M. Consul at Hakodate, in his trade report for the year 1891, refers to the coal deposits of the island of Yezo. Fifteen years ago it was estimated by the American engineers who made the first surveys for the Government that the workable coal beds contained 150,000,000,000 tons, or about two-thirds as much as the coal-beds of Great Britain. Doubts have sometimes been expressed as to the sound-

ness of this large estimate, but time and further investigation have more than confirmed it. An elaborate Japanese report, embodying the results of the most recent surveys, was published in March this year. From this carefully compiled official document it appears, as the result of actual surveys just completed, that there are in the workable coal beds over 600,000,000 tons of coal, the total for the rest of Japan being 700,000,000 tons. Of the Yezo coal, nine-tenths are found in one district, that of the valley of the Ishikari River, near the west coast; the remaining tenth being scattered over five fields, of which the most important, that called Rumoe, in the province of Terhiwo, lies quite close to the coast on the same side of the island, just north of the head waters of the Ishikari River. Then come the Soya coalfield at the extreme north of the island and the Kushiro on the south-east coast, each containing 10,000,000 tons. The first coal mined in the island, at Iwanai in the province of Shiribeshi, belongs to the smallest of the six coalfields, containing barely 2,000,000 tons. As regards the quality of this valuable mineral, although it is very uneven, and none of it stands in the front rank, even of Japanese coal, still it is all marketable, and some of the better class mines in the Ishikari still, notably those of Horonai, Ikushumbetsu and Sorachi, yield a coal not at all inferior to the product of the Kiushiu mines, the famous and fast dwindling Takashima alone excepted. Though found in comparatively recent geological strata, they are true bituminous coals, widely renowned by their composition from all known coals of similar age, and equal in commercial value to Australian coal.—*London, England, Colliery Guardian.*

Canada and the Northwest.

At the last meeting of the Manchester Geographical Society, Sir Francis de Winton, who some time ago was the owner of a large sheep ranche on the Bow River a few miles out of Calgary, delivered a lecture on "Canada and the Northwest," during the course of which he said that the town of Calgary was a no able instance of the development of the country. When he first saw it in 1881 it had three wooden houses; three years later there was a canvas town with a few wooden buildings; then the railway arrived, and the town was moved bodily some two miles nearer the mountains, canvas disappearing in favor of wood; and to-day the town has good stone and wooden buildings, a main street, good hotels, a club, was lighted by electricity, an important railway junction, and considered itself one of the smartest towns in existence, second only, perhaps, to Chicago. (Laughter.) Calgary was the capital of the Province of Alberta, and was the centre of the ranching or stock-raising section of the Territory. The big grey wolf and the sneaking coyote were serious enemies to the ranchmen, and it was a curious fact that after the destruction of the buffalo they disappeared, to reappear again on the introduction of cattle. Roughly estimated, there were at present in this territory about 50,000 to 60,000 head of cattle, 10,000 to 15,000 head of horses, and 40,000 to 50,000 head of sheep, having an aggrega-

gate value of say 2,500,000 do's. All this has been created within the last eight years.

The Globe at Prince Albert.

The *Toronto Globe's* special travelling correspondent writes as follows of his visit to Prince Albert:

"I arrived here from Regina last night and found everything prosperous in the capital city of this enormous territory. The crops around Prince Albert are particularly good, being better in quality and yield than in any district I have visited this year. I have driven 25 miles in the country to-day and was astonished to find how fine the crops were. I visited the farm of Thos. McKay, M. L. A., who will have 12,000 bushels of magnificent wheat this year, that already threshed, averaging 30 bushels per acre. There is abundance of wood, water and hay, and the country is admirably adapted for stock-raising, but rather too broken for extensive wheat fields. Further back the country is more level. The town is nearly 250 miles north of Regina; 150 of it one travels across the great plain which our volunteers so well remembered on their march to Clark's Crossing in 1885. After crossing the south branch of the Saskatchewan, some twenty miles, the scene changes, and one finds the companionship of trees blazing in autumn beauty. I saw several spotted deer from the train and innumerable, geese and duck. I will visit the north country to-morrow.

A Mysterious Mirage.

Many stories have been written about mirages and delusions, but none have been more interesting and curious than that of the Silent City mirage, which makes its appearance near the Pacific glacier, in Alaska. The discovery of this wonderful mirage was made by the Indians, who would tell of the city that was built in the clouds. The effect can be seen in the early part of June from 5 to 6 p.m. It rises from the side of the Pacific glacier. It first appears like a heavy mist, and soon becomes clearer, and one can distinctly see the spectre city, well defined streets and trees, tall spires, huge and old-shaped buildings, which appear to be ancient mosques or cathedrals. It is a city which would seem to contain at least 25,000 or 30,000 inhabitants. As yet no one has been able to identify it, although several have claimed to recognize the place. There is no city like it in Alaska, nor in any country around it for thousands of miles.

Six drifts of coal are being worked at Edmonton this season.

The Edmonton *Bulletin* says: "The lands department have issued a splendid sheet map of the Peace Hills district, being the southern subdivision of the Edmonton land district, showing the townships from 41 to 49, ranges 16 to 28. This map is a companion to the map of the Edmonton district proper already issued. These maps show land surveyed, lands entered for, lands patented and lands held by corporations, and are the greatest possible convenience to land prospectors or to anyone desiring information regarding the district."

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And to all points east of Montreal in

Quebec,

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Nova Scotia.

By the addition of one fare from Montreal for the round trip to the above rate.

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General Passenger and Ticket Agent, St. Paul.

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New Board of Trade Buildings.

The new building erected by N. Bawlf, on Princess street, Winnipeg, in which quarters have been secured by the board of trade and the grain exchange, were taken possession of by these bodies on Saturday, November 12. The opening of the new rooms was made the occasion of something of a formal demonstration. Members of the board were out in force, and with a few invited guests made up quite a gathering of representative men of the city.

The Lieutenant Governor sent the following letter which was read:

GOVERNMENT HOUSE.

Winnipeg, 12th November, 1892.

MY DEAR SIR,—Illness prevented my accepting the invitation of the board of trade and corn exchange committees conveyed through you. In tendering my regrets, will you please intimate with what pleasure I remember that I was a member of our first board of trade here and how gladly I would have assented to their request for a brief address had I been able to be present to-day.

The union in one building of the two great commercial associations of our city seems to me very auspicious indeed, and testifies to the closeness of all our relations to the great industry of the province. Great questions such as the carriage of our products by land and water to the seaboard of the Dominion, and will among others, partially or wholly commercial, be submitted for the practical and experienced men of both boards, and great as these questions are to our material development, there are still greater ones which affect our well being, and even continuance, as a nation which may well engage the thoughtful attention of the members of your two great organizations. We live in a land which has been singularly blessed by God with richness and extent of agricultural soil, with timbered areas unrivalled in extent and quality; with coal on our east, west and Arctic coasts, and vast deposits of peat, petroleum and lignite elsewhere, with minerals (precious and economic) so widely diffused that Canada would be celebrated as a mineral country alone, did not our forests and fields claim pre-eminence as characterizing the Dominion. In view of these conditions of a traction we cannot be careless of that wave of European emigration of which we have had as yet but a ripple, but may have an inconvenient deluge without some principle of selection be adopted. We alone on this continent have now free homesteads to offer, but they should only be offered to those who have proved their capacity in the land whence they came to aid us in our national development; and if it be a laudable work, that of building across this vast continent and between the two great oceans a Canadian nationality which has no bitter memories to recall and only love for the land whence it sprang. A race with that strength and manhood which comes of ancestral traits and our northern climate, then in the determination of these great questions I feel that the two associations can do much, and in wishing them both a happy union to-day let me add my earnest desire for a full measure of future prosperity. I am, sir, very faithfully yours,
JOHN SCHULTZ.

C. N. Bell, Esq., Secretary.

President Steen made the following inaugural speech:

THE PRESIDENT'S ADDRESS.

It is now nearly fourteen years since the Winnipeg board of trade was organized under the Dominion act, and under the presidency of the late Hon. A. G. B. Bannatyne. Although there have been many changes in its membership during these years, there are still a few charter members connected with it, and some are still numbered among its most active adherents. It would be a lengthy undertaking to

endeavor to follow this board through its career of usefulness, but enough is well known to the majority of the present membership to obviate any necessity for recapitulation. That its career has been one of great usefulness, no one will now question, and its founders, no matter how sanguine they may have been about the institution they were founding, could have had then but little conception, not only of the usefulness it has shown, but of the power it has wielded as a concentrator, crystalizer and purifier of public opinion in the Northwest.

Owing to political and other prejudices brought by many of us from our former homes in the east and across the Atlantic, too many of our Northwestern institutions have been at times perverted and manipulated to suit interests which should never have swayed them one way or other. In this respect the Winnipeg board of trade has been somewhat of an exception. Composed as it always has been of shrewd business men, combined together for purely business advantages and local trade gain, its membership have invariably risen above all outside prejudices, and discussed all matters at its meetings purely with the aim of promoting the real trade interests of the city in which it held its power, and the great country of which it was the pioneer trade organization. More than this can be said of the Winnipeg board of trade, and that is, that its policy has never been narrowed down by cupidity in which only the interests of trade in this city received consideration. Its membership have realized right along, that the trade interests of the city of Winnipeg and those of the great Northwest are inseparable, and the strongest efforts put forth by the board, and the greatest sacrifices it has made have been in connection with the burning question in which the whole prairie land was equally interested. It cannot be wondered at then, that the board has become practically the pivot of public opinion in the Northwest on all material questions. Its duties being confined to looking after material prosperity and advancement, it has been spared from being dragged into the different public questions affecting race, religion, or in fact any field where too often sentiment and prejudice take the place of reason and common sense. They have never done so in the deliberations of this board, and I may safely say never will; and while they are thus carefully secluded, the board cannot fail to maintain and increase its usefulness, its influence and its power. As to the adjunct of the board, known as the Winnipeg grain and produce exchange, whose daily meetings are to be held in this hall; I think we can with pride boast of it as the biggest wallpaper of a baby institution connected with Canadian trade. It is scarcely five years old, and yet old enough to discard the skirts for a pair of pantaloons. It has been a sturdy infant from its birth, and never required a sucking bottle. Already its yearly aggregate of grain transactions is far in excess of that of any similar exchange in Canada; and it is not improbable that some of its youngest members may live to see it the greatest grain market of North America, and consequently of the world. Mr. Bawlf, Mr. Maulson, the Hon. D. H. McMillan and some others may remember the

meetings in 1884, when a premature attempt was made to organize such an exchange. The attempt was premature but it gave root to the idea, and the present flourishing exchange owes no small share of its present prosperity and rapid growth since its establishment to the little premature attempt to organize the grain and produce business of this city.

It is singular that such an institution as the Winnipeg board of trade, with its fourteen years of usefulness, should be up to the present somewhat of a gypsy institution, without a home, and at times without a covering. I have seen within seven years when the board did not have a place for the safe keeping of its minute books, except in the secretary's possession, to be lugged by him backwards and forward to and from meetings. Within three years the board changed its place of meeting four different times, its fifth landing place being in the last rooms occupied in the city hall block. Even then it was more or less on sufferance, as more than one loud-mouthed demagogue has raised the cry against the board's occupancy of civic buildings, although they were not occupied without rent being paid. To-day we formally open these rooms, and let the outside world know that the Winnipeg board of trade and grain exchange have at last found a home in a building erected for their special use, and the office accommodation of members of both institutions. We congratulate ourselves upon being thus safely and permanently located and we feel assured that we will have the hearty congratulations of every person interested in the trade prosperity of the Canadian Northwest. We have now commodious quarters, sufficiently large to supply the growing demands of the exchange for several years to come. The building as I have stated has been constructed to suit the business carried on within its walls, and for comfort and convenience it cannot be surpassed, and reflects the highest credit upon Mr. Bawlf the proprietor, and Mr. Barber, the architect, who designed and superintended the erection and finishing of the work. To the friends whom we have invited to be present on the occasion, we extend a cordial welcome, and we ask you to join us in what we may term our house warming for such this formal opening of our new rooms really is. Among those present are representatives of several organizations, with whom the board has worked in harmony on different questions affecting the welfare of the community at large. With the city council the board has been closely linked in the past in a number of public undertakings, and lately when the terrible scourge of Asiatic cholera threatened invasion, the medical association of the city found in the board an enthusiastic ally. It is good to have this harmony, for the Winnipeg board of trade, useful as it may be, can have its sphere of usefulness greatly enlarged by union on points of public interest with other intelligent organizations of this city and the province at large."

Short congratulatory speeches were then given by Hon. Robt. Watson, provincial minister of public works; H. J. Macdonald, M. P. for Winnipeg; J. D. Cameron, M. P. P.; A. Atkinson, vice-president of the grain exchange; H. Swinford, general agent, N. P. R.:

British Columbia

Mining Matters in British Columbia.

From the Vancouver News-Advertiser.

Within the last two months there have been several satisfactory indications that we are about to witness a period of activity in the mining industry of British Columbia. During the last twelve or eighteen months, the attention of the people of this province, of capitalists in the east, and of miners and others in the United States, has been directed to the discovery of gold and silver bearing ores in the great Kootenay District. The future of that part of the province is assured. The actual discoveries of ore, some of very high grade, have been so numerous, and the bodies of it have been proved to be so large, that there is no longer any doubt that the district in question is destined to become one of recognized importance in the production of bullion. We are aware that there are some who complain of the slowness with which the development of the district proceeds, and such persons are fond of comparing matters with the history of mining districts in other countries, and especially of some sections in the United States. But we should be glad if these grumblers would give specific details and figures of the districts which they hold up as having been opened with such extraordinary rapidity. We think they will be puzzled to do so. Not from the Black Hills (where is situated the famous Homestake mine); not from Leadville; not from the Cœur d'Alene can they produce facts which will substantiate their statements. In all these, and in many other prosperous mining districts which we could mention, the preliminary work, the prospecting and the opening of mines so that they began to ship ore and to attract attention, occupied from two to three years before they were placed on a stable footing.

We are not at all disposed therefore, to be dissatisfied with the progress being made in Kootenay, while we regard with considerable amusement the talk in which some of these people indulge, because the citizens of places like Vancouver or Victoria do not turn out *en masse* to engage in prospecting and mining and withdraw their capital from their legitimate businesses and invest it in an industry of the methods and details of which they are profoundly ignorant. It would redound neither to the credit nor sagacity of our merchants and traders if they pursued such a course, nor would it ultimately prove beneficial to the general interests of the country. Mining is a business of itself, which requires the closest attention, considerable knowledge and experience, and enough capital to carry it on successfully. The two former of these are clearly not possible by the ordinary merchant, while he generally has his capital invested in the commodities in which he deals, or spread around amongst the customers to whom he gives credit. Nothing would be more to be deprecated than that our commercial classes should become the victims of a "mining fever, and involve themselves in enterprises about which they know nothing and for the successful guid-

ance of which they must rely upon others. We need not grudge them their gains, if some of the rich results of the development of our minerals, especially in the earlier periods of our mining enterprises, pass into the pockets of some of our American neighbors, who, having both the experience and the capital requisite, secure possession of a number of leads or mines. In the majority of instances they buy from a Canadian prospector or discoverer; they are compelled to expend large sums of money to develop their purchases; they put money in circulation, give employment to many men, increase the business of our merchants and, at the same time, give an impetus to an industry comparatively little understood by our own people. There is no reason to believe that foreigners will secure even a tithe of the mineral leads of the district, and it would be a gross libel on the shrewdness and capacity of the Canadian people to hint that it is not likely they will quickly learn by experience, and get their share of the "good things going." We have been led to make these remarks by the appearance recently of a lot of nonsense on the subject in some of the provincial journals. Instead of discouraging the inflowing of foreign capital, let it be encouraged in all legitimate ways. Anyone who understands quartz mining, under such conditions as must prevail here and are also found in Colorado and other western States, is cognizant of the fact that, taking a series of years and the unprofitable with the profitable mining ventures, at least ninety cents in every dollar that is taken out of the earth is disbursed in the country in the expenditure for labor supplies and other outlays.

In expressing the opinion that we are about to witness a period of activity in this province, we did not refer merely to Kootenay or to the exploitation and working of its rich quartz ledges. We are confident that the movement is going to be much more general and that it will bring about a revival of the old-time activity in placer mining. Within the last few months we have recorded the organization or commencement of several enterprises of this character and others of even greater importance are likely soon to be undertaken. With more facilities than the earlier miners had, in the way of roads and railways for reaching the interior; with cheaper labor, larger capital and much improved and vastly more effective appliances for prosecuting the industry, the schemes for securing the quantities of gold which lies hidden in the benches and bars of our streams and rivers, are certain to be successful and enrich those who engage in these enterprises. Then, again, sections of country in the Okanaghan and other districts which have never previously been explored are now being carefully and systematically prospected, with the intention of developing the minerals which may be found. It was only in 1890 that attention was again generally directed towards the mining industry of this province, and yet we believe that the year 1893 will see British Columbia producing \$10,000,000 in gold, silver, lead and copper.

Five cars of canned salmon consigned to Montreal, Quebec and Toronto left Westminster recently.

Notes.

Mining samples for the World's Fair are arriving at Golden in great quantities.

A local combine to raise the price of coal in Victoria to the old figure, from \$5 50 to \$8, is talked of.

Reports have been received of very rich finds of silver at Boundary Creek, Okanagan, almost pure silver.

The Victoria Rice and Flour Mill Co., is shipping 3000 sacks of flour to China by the Empress of Japan.

News from Comox states that the Indians at Cape Mudge have been unusually well supplied with whiskey lately through some unknown source.

The first number of the *Weekly News*, a new paper to be published at Courtenay in the interests of the Comox district appeared on Thanksgiving day.

The appointment of assistant manager in the Vancouver offices of the Canadian Edison Electric Company has been given to Frank Austin cashier in the head offices of the company at Toronto.

Reports from one of the farming districts of British Columbia tell of a plowing match held recently in which some exceptionally fine plowing was done. The winner got a prize of \$112.50 and a diploma and a second and third prize of proportional amounts were given.

Reports from the southern districts of this province show that things are somewhat dull at present. Nevertheless building operations are being actively carried on at Kaslo and lots are said to have reached six times their original price. Real estate is booming at Watson. Nakusp is quiet.

It is said that construction on the Canada Western Railway will be commenced early next year. Mr. Henry Croft, M. P. P., for Victoria, says that ample capital has been pledged to ensure the complete success of the present plans and there is no longer any reason to doubt that the road will be completed.

John McHardy, a professional diver of Victoria, has made an arrangement with Supt. H. Abbott, of the C. P. R., to lift a carload of railroad iron from the bottom of the Columbia river at Revelstoke, where it has lain for two years and a half. The car contained twenty tons of rails, and lies near the lower steamboat dock, embedded in the sand. The car was being transferred to a scow for shipment to Sproat for the C. & K. railway, and got the advantage of the men handling it and lurched suddenly overboard. It sunk so deep that it has never interfered with navigation.

J. R. Anderson, statistician of the Provincial Department of Agriculture, has been travelling through the various districts of the province gathering information for the use of the Department. He has visited in the interior, Nicola Valley, Grand Prairie, Salmon Arm, Shuswap and the North Thompson on both east and west sides of the river. The results of his work in this and other ways will be published in book form by the Government with a view to assisting the agricultural and ranching operations of the province.

A BRITISH COLUMBIA LAKE SCENE.

The illustration in this issue as above named, is a view of the Kootenay Lake looking upward from Nelson, the metropolis of the new mining country in West Kootenay, where is perhaps one of the loveliest panoramic views of lake and mountain ever witnessed.

The country around this beautiful lake does not possess the rugged grandeur of some of the valleys on the main line of the C. P. Railway, but there is a softened beauty in every narrow, every bay, and every inlet, which conveys a fairy like impression to the on-looker. The lake itself is at an altitude of nearly 2,000 feet above the sea level, and the mountains rise in some places over 6,000 feet above the lake. The long, gorge-like valley in which the lake lies is not like many other portions of the Pacific province, an arid district, but has a reasonably heavy rain fall during the summer months, which keeps the shores clothed in a deep green, while the distant mountain peaks with their white heads furnish an enchanting perspective. To the tourist with a romantic mind, the whole shores of the lake, some 90 miles around, are a succession of scenes from fairy-land. To the sportsman the rivers flowing into and out of the lake, furnish the best trout fishing probably in the world. Another point is the absence of extremes of temperature. Seldom in the winter does the thermometer register below zero, while the periodical showers, and almost continuous light winds in the summer season, prevent a state of sultriness being reached, unless on very rare occasions. As a health resort this great lake must in time become popular. The spot represented in the illustration can be reached from Revelstoke on the main line of the C.P.R. by a day's sail down the Columbia River and up the Arrow Lakes, each as beautiful in scenery as the Kootenay itself, and an hour's ride up the valley of the Kootenay River on the C.P.R. branch, from Robson to Nelson. The accommodation on the Columbia and Kootenay Company's boats is really first class, so that the trip entails no discomfort. Tourists who have time to leave the C.P.R. main line for a few days, will be amply repaid, if they will only break off at Revelstoke, and make this trip on the Arrow and Kootenay Lakes.

Report of a Practical Scottish Farmer on the Canadian Northwest.

Mr. John Lee, of Edinburgh, spent some time in the Canadian Northwest this summer on a tour of inquiry, and in the following report, which he has submitted to the High Commissioner, he gives intending emigrants many valuable suggestions. It will be seen that Mr. Lee went through the Northwest with his eyes well open, and he speaks of the prospects of settlement there as an expert:

IMMENSE AREA OF THE NORTHWEST.

The first impression produced on the mind of anyone visiting the great Northwest—especially on one, like myself, from our small sea-girt isle—is the apparently illimitable extent of land capable of cultivation on all sides, the

districts of Assiniboia, Alberta and Saskatchewan, which I visited, alone comprising an area of 302,000 square miles, or more than two and a half times the whole area of Great Britain and Ireland. By far the largest proportion of this land is not only capable of cultivation, but is a rich and fertile soil, equal, if not superior, to the average of our land in the Lothians of Scotland. The soil nearly all over the Provinces is a black loam, varying from a light to a strong and heavy loam, which, when properly cultivated, yields splendid crops of wheat and other cereals, and also of potatoes and turnips.

GENERAL APPEARANCE OF COUNTRY.

The general characteristics of the country may be described as varying from a level to an undulating or rolling prairie with belts of hills (generally well-timbered) in the background. The prairie in many parts is more or less covered with small trees and bushes growing in patches called bluffs. Townships of acres, however, are to be seen without either trees or bushes, where a furrow could be drawn several miles long without any obstacle whatever.

HOW TO ACQUIRE LAND

The Dominion Government grants quarter sections of this land extending to 160 acres to every male applicant over eighteen years of age. There are certain conditions easy of fulfilment to be complied with, and a payment of 10 dols. or 40s. is required on entry. This confers the privilege of purchasing the same number of acres at 2½ dols. an acre, with nine years in which to pay the same, interest being charged at 6 per cent. In addition to the grant of 160 acres already mentioned, the following regulation came into force January, 1892:—a bonus of 10 dols (or £2 1s. 1d) is to be paid to the head of every family, 5 dols. (£10s. 6d.) to the wife and to each member of the family over 12 years of age, and a further sum of 5 dols. to every adult member of the family over 18 years of age taking up land within the specified period of eighteen months after arrival.

A family consisting, say, of a father and two sons can therefore acquire 490 acres at 30 dols. (or £6), and also have the right to purchase as many more on easy terms, enabling them to become proprietors of nearly 1,000 acres of land, which, with energy and economy, should make them independent in the course of a few years. About 20,000,000 acres of this Government land is still open for selection on these terms. Land similar to what has been described at 2 dols. 50 cents without any conditions of settlement and on easy terms of payment, can also be purchased from the Canadian Pacific Railway company, who hold 25,000,000 close to its main line and branches.

CLASS OF SETTLERS.

Persons with capital are, no doubt, very suitable as settlers, provided such can be induced to emigrate, but it is more generally those whose means are limited who seek to better their fortunes by emigration. Farmers' sons with some capital, and who have been accustomed to work, and are willing to do so, are likely to do well; but young men who have been accustomed to keep their hands in their pockets or spend their time in hunting and shooting will find the hard work and rough living rather un congenial, and, in nine cases

out of ten, will get disgusted and throw the whole thing up. Scores of this latter class are to be found drifting about, having lost all their means, glad to earn their living as waiters or boots at any hotel, or, as in some cases I met with, in gathering buffaloes' bones on the prairie for their very food. To this class I would say: Better remain among your friends at home, or choose some other field to which to emigrate, as those who emigrate to Canada must undoubtedly be prepared for hard work and rough living for some time after their arrival—in short, must depend more on their muscles than on their means.

Agricultural laborers who have saved a little money, and who have families, are amongst those best suited for settling in the North-West. Wages are very high in Canada, and while the father and mother live on the quarter section supposed to have been acquired, their sons could soon save enough to enable them to acquire land of their own, and thus, in the course of a few years, many of these families would be in a better position than the masters whom they left in the old country.

Another class of men equally well suited for settling in Canada is that of our small farmers, especially those with families. From what I know of this class in this country, I fear, few of them, owing to the excessively high rents paid for their land, are earning even an ordinary ploughman's wages; and, if I am not much mistaken, many of them are losing any little money they may have, with no prospect of any change for the better. To this class, a settlement in the North-West, in exchange for their poor high-rented land in this country, would mean comfort and independence in place of a struggle for existence.

WHERE TO SETTLE.

Some may ask, "In the event of my emigrating, in what part of the Dominion would you advise me to settle?" To this question I would quote the reply given in a pamphlet entitled "Western Canada—Free Homes for all." This is a difficult question to answer, and one that can only be satisfactorily answered by the settler himself. So much depends upon the requirements of the settler, as to what kind of country he would like, mixed farming, wheat farming, or stock raising; whether he has a family, and would like a district fairly well settled, with churches, schools, etc., or whether he would like to take up a free 'homestead,' or purchase railway or private lands. If you are in doubt on this point, the better way is not to decide till you reach Winnipeg, where you will soon be able, with the advice and assistance of the proper authorities, to make a choice, or from which, if necessary, you can easily take a run out and see for yourself before deciding."

While heartily agreeing with the writer of the above remarks, I may add that I would advise those in search of land, if possible, to visit the district of country from Red Deer to Edmonton and the valley of the Saskatchewan. Millions of acres of the finest land are there to be found, suitable for all classes of settlers, either for dairy farming, wheat farming, mixed farming, or stock raising, with a choice of markets either to the east or west, and a better climate than further east, with fewer winter storms.

As was to be expected, the settlers all over these districts are thorough y well pleased with their prospects, and seem very pleased to tell of the big crops they can raise—viz., 120 bushels of oats to the acre, from 40 to 60 bushels of wheat and barley, 720 bushels of potatoes, and cauliflowers a yard in circumference: these figures, no doubt, only in rare instances being attained.



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\$40

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At correspondingly low rates.

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To all Points in the East on sale daily from

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GOOD FOR NINETY -:- DAYS

With privilege of extension for any time required on payment of a small additional amount.

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Apply to Wm. McLeod, City Passenger Agent, 471 Main street, or J S. Carter, Depot Ticket Agent.

ROBT. KERR,
General Passenger Agent,
WINNIPEG.

NORTHERN PACIFIC R.R.

TIME CARD.

Taking effect on Sunday, Nov. 20, 1892.
(Central or 90th Meridian Time.)

North Bound			STATIONS.	South Bound		
Brandon Ex. Tues. Th. & Sat.	St. Paul Express Daily.	Miles from Winnipeg.		St. Paul Express Daily.	Brandon Ex. Tues. Th. & Sat.	Winnipeg Ex. Wed. & Fri.
2.55p	4.10p	0	Winnipeg	11.45a	1.00p	
2.45p	4.00p	3	Portage Junction	11.44a	1.10p	
2.50p	3.45p	9	St. Norbert	12.00p	1.24p	
2.17p	3.35p	15	Carter	12.23p	1.37p	
1.69p	3.13p	23	St. Agathe	12.41p	1.45p	
1.50p	3.04p	27	Union Point	12.49p	2.02p	
1.33p	2.51p	32	Silver Plains	1.01p	2.15p	
1.20p	2.33p	40	Morris	1.20p	2.30p	
	2.18p	46	St. Jean	1.33p		
	1.57p	50	Letellier	1.57p		
	1.25p	55	Emerson	2.16p		
	1.16p	63	Penhina	2.25p		
	9.35a	63	Grand Forks	6.00p		
	8.55a	63	Winnipeg Junction	8.55p		
	8.35p	47	Minneapolis	6.35a		
	8.00p	43	St. Paul	7.05a		
	9.00a	33	Chicago	8.35a		

MORRIS-BRANDON BRANCH.

East Bound.			STATIONS.	West Bound.		
Freight Mon. & Fri. Wed. & Sat.	Passenger Tues. & Sat. Thurs. & Sun.	Miles from Winnipeg.		Passenger Mon. & Fri. Wed. & Sat.	Freight Tues. & Sat. Thurs. & Sun.	Miles from Winnipeg.
11.40a	2.55p	0	Winnipeg	1.00p	3.00a	
7.30p	1.15p	0	Morris	2.30p	7.30a	
0.40p	12.53p	10	Low Farm	3.05p	8.15a	
5.40p	12.27p	21	Myrtle	3.31p	9.05a	
5.24p	12.16p	25	Roland	3.43p	9.28a	
4.10p	11.57a	33	Rockbank	4.02p	9.52a	
4.10p	11.43a	38	Miami	4.15p	10.25a	
3.2p	11.20a	49	Deerwood	4.38p	11.15a	
2.58p	11.03a	54	A. Tamont	4.50p	11.43a	
2.18p	10.49a	61	Somerset	5.10p	12.23p	
1.43p	10.32a	68	Swan Lake	5.24p	1.00p	
1.17p	10.13a	74	Indian Springs	5.39p	1.15p	
12.51p	10.07a	74	Maricapolis	5.50p	1.25p	
12.22p	9.10a	83	Greenway	6.01p	1.35p	
11.51a	9.35a	92	Balder	6.21p	1.50p	
11.01a	9.12a	102	Belmont	6.45p	2.07p	
10.26a	8.55a	107	Hilton	7.22p	2.23p	
9.49a	8.40a	117	Ashdown	7.33p	2.38p	
9.35a	8.30a	120	Wawaessa	7.47p	2.50p	
8.48a	8.00a	129	Rounthwaite	8.14p	3.07p	
8.10a	7.45a	137	Marthville	8.35p	3.23p	
7.30a	7.30a	145	Brandon	8.55p	3.37p	

West bound passenger trains stop at Belmont for meals.

PORTAGE LA PRAIRIE BRANCH.

East Bound.			STATIONS.	W. B. B.	
Mix. daily except Sunday.	Mix. train except Sunday.	Winnipeg.		daily except Sunday.	Sunday.
12.10p	0		Winnipeg	3.40p	
11.50a	3.0		Portage Junction	3.55p	
11.18a	11.5		St. Charles	4.20p	
11.08a	14.7		Headingley	4.35p	
10.40a	21.0		White Plains	5.00p	
9.45a	35.2		Eustace	5.49p	
9.18a	42.1		Oakville	6.13p	
8.25a	55.5		Portage la Prairie	7.00p	

Passengers will be carried on all regular freight trains. Pullman Palace Sleeping and Dining Cars on St. Paul and Minneapolis Express daily.

Connection at Winnipeg Junction with trains for all points in Montana, Washington, British Columbia, Oregon and California. Close connections at Chicago with Eastern lines.

For further particulars apply to

CHAS. S. FEE, H. SWINFORD,
G. P. & T. A., St. Paul. General Agt., Winnipeg.
H. J. BELCH, Ticket Agent, 468 Main St., Winnipeg.

Manitoba and Northwestern R'y Co.

Time Card.

Taking Effect Monday, April 6th, 1891.

Regular passenger trains run as follows:

WESTBOUND

Leave Winnipeg at 11.00.

Tuesday, Thursday and Saturday for Portage la Prairie, Rapid City, Yorkton and intermediate stations.

NOTE.—A mixed train for Russell makes close connection at Binscarth on Tuesday and Thursday.

EASTBOUND.

Leave Yorkton Monday, Wednesday and Friday at 5.05.

NOTE.—A mixed train leaves Russell at 7 on Wednesday and Friday and makes connection at Binscarth with train for Winnipeg.

Leave Rapid City on Mondays, Wednesdays and Fridays at 10.10

Regular eastbound passenger trains make a close connection at Portage la Prairie with Canadian Pacific westbound trains, and at Winnipeg with the eastbound trains of that Company.

Tuesdays & Saturdays	Miles from Winnipeg.	STATIONS.	Mondays & Wednesdays & Fridays.
Leave			Arrive.
11.00	00	Winnipeg	17.30
12.50 ar	50	Portage la Prairie	17.30
13.00 lv			18.20
14.45	91	† Gladstone	18.55
15.50	117	† Neepawa	19.23
16.45	135	† Minnedosa	11.45
17.45 ar	150	Rapid City	19.10
18.24	171	Shoal Lake	9.67
19.45	194	† Birle	19.65
20.35	211	Binscarth	7.65
21.32	236	† Laugenburg D	6.43
22.15	279	Yorkton	19.50
			Leave.

† Meals.

Trains stop at stations between Portage la Prairie and Winnipeg only when signalled, or when there are passengers to alight.

W. R. HAKER,
Gen. Super't

A. McDONALD,
Asst.-Gen. Pass. Agent

Alberta Ry. & Coal Co. and Great Falls & Canada Ry. Co.

CONDENSED JOINT TIME TABLE

R'd Up. In Effect September 1st, 1892. R'd Dow

Going South.		STATION.	Going North.	
No. 5			No. 6	
	9.30a	Ar. Great Falls	De	11.00
	9.50a	Ar. Vaughan	De	11.40
	8.15	Ar. Steel	De	12.20
	6.50	Ar. Collins	De	00
	5.20	Ar. *Pondera	De	3.40
	3.40	Ar. Conrad	De	5.00
	2.50	Ar. *Shelby Junction	De	6.00
	2.20	Ar. Rocky Springs	De	7.25
	1.40	Ar. Kevin	De	8.10
	12.50	Ar. Sweet Grass	De	9.00
	12.00p	Ar. (Internat'l bound.)	De	
	11.30	Ar. *Couts	De	9.20
	10.40	Ar. Milk River	De	10.40
	9.50	Ar. Brunton	De	11.25
	8.20	Ar. Sterling	De	12.55p
	7.00a	Ar. Lethbridge	De	2.10

Going West.		STATIONS.	Going East.	
No. 2			No. 3	No. 1
	Daily		D. ex. Sun.	Daily
	7.00p	De Dunmore	Ar	8.55a
	10.30p	De *Grassy Lake	Ar	12.45p
	2.00a	Ar Lethbridge	De	4.45p
				5.40a

* Meals.

Through trains leave Great Falls, Sunday, Tuesday and Thursday, at 11 p.m.

Through trains leave Lethbridge, Monday, Wednesday and Friday, at 7 a.m.

N.B.—Passengers to and from Kallispell, Bonner's Ferry, Spokane, etc., will note that close daily connections are made with Great Northern Railway at Shelby Junction.

E. T. GALT, W. D. BAROLAY, H. MARTIN,
Gen. Manager. Gen. Super't. Gen. Traffic Agent

Mr. Parkin's Lecture.

The address of Mr. G. R. Parkin of Imperial Federation fame in the Winnipeg board of trade rooms on Monday evening, November 21st., was attended by the leading citizens of Winnipeg. The speaker treated the subject with much clearness and force, and his remarks made a marked impression on the audience. In introducing his subject he said some very nice things about Western Canada; based on the information which he had gathered during his trip through the country and at other times. Following is an outline of his address:

It has given me great pleasure to accept the kind invitation of your board to address its members to-night. After speaking on this subject, Imperial Federation, before chambers of commerce and public bodies of many kinds in Great Britain, in the Australian Colonies, and in many parts of Canada, I can say with perfect sincerity, that I feel a peculiar interest in being able to address the Winnipeg Board of Trade. There are many reasons for this special interest on my part. If ever anything was clear, it is that the Northwest of Canada is likely to play a large part in national affairs. For the last few weeks I have been trying my best to get a clear idea of the present development of the Northwest, and to form a fair judgment about the possibilities of its future. I have tried to weigh the advantages and disadvantages connected with settlement in this country, and to form an opinion about its capacity for food production, and in other respects. All that I have seen convinces me that though the progress which has been made in the last ten years has not been so rapid as some enthusiasts hoped for, when the gates of the Northwest were opened to us, it has yet been very great, and the future before the country is immense. These vast prairies have already proved their capacity to produce a large surplus of wheat, and we all know that only the merest rim of their enormous areas has yet been touched. I have seen everywhere, where new and prosperous towns are springing up along every fresh line of railway—that even in a year not remarkable for the abundance of the crop, every elevator in these towns, and most towns have several, is crammed with wheat—that the railways have difficulty in carrying it away fast enough—that the great railway which connects you with the east is preparing as a consequence of this, to double its track to meet the increasing needs of transportation. The majority of the people of every class with whom I have met and talked, and especially those who depend on their daily toil for their living, speak in a contented way of their present condition and with hope of the future. I have observed a new stream of immigration beginning to set in towards your unoccupied lands from an unexpected quarter, composed of settlers of a most desirable kind because many are Canadians now repatriating themselves and because all bring with them the important qualification of skill in the arts of pioneering in a new country. Their work will make it easier for those who are beginning to come in increasing numbers from the old world. Putting together all that I have seen with my own eyes or learned on reliable authority, I am satisfied that the next few years will see an amazing change in the population and production of the Northwest. We want this to take place. For the consolidation of the Dominion, with its wonderful maritime position on the Atlantic, where the continent stretches out furthest to Europe, and its equally wonderful maritime position on the Pacific, where the continent stretches out furthest towards Asia, we require that the great central areas should be filled up with an industrial population. Once more, the geographical position which this Northwest country with its vast agricultural areas holds is wonderfully impressive. At the

head of the most remarkable system of inland navigation in the world, with lakes, rivers and canals stretching more than 2,500 miles to the sea, the trend of those waterways seems to suggest that the natural function of this land is to feed the millions of the old country. It is because of this increasing weight and significance of the Northwest in the affairs of the Dominion and of the Empire, and because I can see that Manitoba is

THE GATEWAY TO THE NORTHWEST

the keystone province of the Dominion, and that Winnipeg is the chief centre of public opinion in this new country that I feel so deep an interest in discussing what I believe to be a fundamental national question before you, a question which involves issues which must be faced before long by British people everywhere. Let me draw from the instance of your own growth an illustration of what we mean by Imperial federation and what we aim at in working for it. As your country increases in population you expect to exercise in the fullest way the privileges of self-government. Manitoba insists that it shall control local affairs by a council which will grow into a local legislature. But you do not think merely of local affairs. You demand and the Territories demand

PROPORTIONATE REPRESENTATION.

in the parliament of the Dominion. Why? Because that parliament in a large sphere deals with matters which immediately concern your interests. You would not have self-government if you controlled only your local affairs. You can only have it when you have a share in all the higher functions of legislation. This brings us at once to the great anomaly of the national position of the British people, an anomaly so great that it is only a question of time when, if not remedied, it will lead to the break up of the empire. Canada to-day, with a population of 5,000,000, twice as many as the United States had when they became independent, more than many European states now have—a population accustomed to political freedom, has no direct representation in the parliament or cabinet of the nation to which it belongs. Four millions of Australians are in the same position. Twelve or thirteen million of British speaking people outside of the United Kingdom are in the same anomalous political relation. But the present is not the strongest consideration. Within a generation on the ordinary lines of growth, British people abroad will equal or outnumber those at home. It is absolutely impossible to believe that a political system which does not recognize this amazing fact is one which we can expect to be permanent. I can illustrate what I mean by an illustration taken from the neighboring republic. One hundred years ago that great community broke off from the empire. Let us suppose for a moment that the United States had remained in the same friendly relation to Great Britain that Canada, Australia and other self-governing colonies do at the present day, and had increased until they had a population of 70,000,000 of people, is it possible to believe that 70,000,000 of the people would have allowed their great international affairs to be controlled by 40,000,000 at home without asserting their right to a representative voice? We know that it could not be. On the other hand, no one will believe, to use the same illustration, that the 40,000,000 of people of Great Britain would have been willing to pay the whole consular, diplomatic, naval and military expense of the 70,000,000 in America, when the latter were a people who had sometimes \$100,000,000 or \$200,000,000 surplus revenue which they scarcely knew how to get rid of. The British Empire is face to face with a like problem now. Even to-day the revenues of the great colonies combined are greater than the revenues of the mother land; and yet it is the mother land which bears in an extraordinary proportion the weight of the national expense. For naval defence, Britain pays the whole of the \$75,000,000 invested in naval armament. Of the \$14,000,000 voted every

year for naval defence, England pays 19s 5½d on the pound; India about 5½d; Australia, at a small fraction of a ½d; Canada's share can scarcely be represented by any fraction of a farthing. Yet the navy so maintained defends \$460,000,000 of the colonial commerce, quite as much as it defends the \$760,000,000 of commerce of the United Kingdom. From either point of view then a change in the political system must come. Federationists maintain that there is an argument practically unanswerable which goes to show that, whether looked at from the British point of view or the colonial point of view, it is

ENORMOUSLY FOR THE ADVANTAGE

of every part of the empire that we should hold together. This argument is not based merely on sentiment. I do not intend to talk sentiment to night, yet it must not be forgotten that sentiment to-day, as in the past, plays an enormous part in the history of nations. It is sentiment about Alsace and Lorraine which to-day keeps the two greatest nations of Europe ready to strike at each other's throats. German sentiment went far to consolidate the German empire. Polish sentiment has kept the Russian empire on a strain of anxiety for the last fifty years. The American nation has been built up on national sentiment. But, in speaking to a board of trade one wishes to confine himself to facts. In discussing the question at various corners of the empire, I have found what seemed to me the strongest arguments to maintain this position. To make a broad distinction, Britain has made herself the manufacturing cent of the world. Her people abroad in the great colonies have become the great producers of food and raw material, wheat in Canada, wool in Australia, and other products of many kinds in different lands. Between the mother land and the colonies as a consequence there is a vast flow of commercial intercourse.

THE SAFETY OF THE SEAS

is therefore to British people a question of paramount importance. Consider the conditions on which this depends. Within the last fifty years the whole question of commercial intercourse is entirely changed by the introduction of steam. The carrying distance of a ship of commerce and fighting distance of a ship of war is limited by its coal endurance. The \$1,200,000,000 of British commerce is scattered over a world 25,000,000, around. When the highest authorities say that the striking distance of a ship of war is 2,000 miles, this means that unless the empire has coaling stations and fortified posts at short intervals it is impossible to adequately defend our commerce. These the empire, as it is at present, now has. These it can keep if we remain a united people; but, if the colonies become separate, under the laws of neutrality the British ship has no right in time of war to enter these ports for repairs, refreshment or coal supply. Take Canada as an illustration. Her great coaling stations on the east coast gave the command of the North Atlantic; those on the west coast, the North Pacific. Should Canada join the United States, or become an independent power, British ships in time of war could not go into any Canadian port for a ton of coal. You see that this would entirely change the conditions on which Britain now keeps the pathways of the sea open. The same argument applies to Australian ports, or to New Zealand ports; but the wonderful monopoly of coal deposits which the empire possesses would give her, if remaining united, an astonishing command of the sea. In Nova Scotia on the Atlantic side and in Vancouver on the Pacific side are great deposits of coal; there are others in Australia, New Zealand, Borneo, India, and South Africa. Along the great trade routes are naval stations which supplement this position. Remaining united, merely by passive resistance, through this command of coaling stations the British Empire could paralyze the navies of the world. This is the greatest guarantee of the world's peace; it is the last guarantee of safety for British commerce in times of war. Once more Britain

DEPENDS FOR RAW MATERIAL

on the outside world. At the time of the southern war she was cut off from her supplies of cotton, and millions of her artisans were reduced almost to starvation. Why? The ports from which the cotton came were blockaded; and under the laws of neutrality, Britain had no right to get the cotton. If Australia were independent to-morrow and her ports were blockaded, by a power friendly to Britain, Yorkshire would have no more right to get Australian wool upon which her industries depend than Lancashire can get southern cotton. If England becomes, as she probably will in a few years, dependent upon Canada for a large portion of her wheat supply, the same argument would apply to wheat as I have used with regard to cotton and wool. Summing up the matter the position is this, that if a nation is at its centre the greatest consumer of food and raw material, and in its outlying parts is the greatest producer of food and raw material, it should be the first object of statesmanship to hold both under the same national flag; and thus the working man reserves to himself the right to keep the waterways of the ocean, which are the channels along which his industry moves, open. The old theory was that colonies were like fruit which dropped when ripe from the parent stem; it is a truer simile to compare them to the branches of a tree; the stronger they grow the more violent will be the wrench required to part them from the parent stem.

THE INTEREST FELT

in a place like Winnipeg should be accentuated by the known facts in regard to what is the chief protection. All authorities agree that the sources from which Europe now supplies demand for imported food will rapidly change within the next few years. We all know what immense interests are involved in the wheat trade between the United States and England, how it not only gives work to the farmer but to the canals, the railways, the great eastern ports and the trans Atlantic shipping. But the highest statistical authorities state that, with the present growth of population in the United States, coupled with the exhaustion of the wheat areas, that country will, within the next fifteen or twenty years, be unable to supply England with a bushel of wheat. Such a change will inevitably lead to a speedy and extensive development of the wheat areas which we possess. I often tell English audiences that I expect, in a few years, England will be drawing her wheat supplies almost entirely from her own colonies, and largely from the Northwest of Canada. Nor do I think this an exaggeration. The question then of our close connection with England is one of vital interest. Imagine the machinery of industry and commerce which will be set in motion on the farms, the railroads, the shipping of the great lakes and canals, and the eastern ports, if this country had every year to supply to England 100,000,000 bushels of wheat. The question of the national flag would then mean even more to us than it does now. There is

A FINANCIAL ASPECT

of this question which I would like to mention to the board of trade: England is the greatest money lending country in the world. The colonies are those which have the largest undeveloped resources. The position of England's colonies with regard to the money that they borrow is quite unique. When they borrow money they are able to spend it on railways, canals, and other productive works. When countries like Russia, France or the powers of South America borrow money they have to spend a large proportion of it on defences, military or naval. We are saved all this. I have sometimes put the point thus to Australian audiences: If as a private individual you wish to borrow money, you have to pay the insurance of your house, your shop or your goods. When the colonies borrow from England she gives them the insurance of her army and navy, the protection of which gives the cheapest capital in the world; and after that she throws herself

in the open market for everything that they produce. No young countries in the world ever borrowed money under such favorable conditions; and you will agree with me in thinking that the closest connection between the greatest money lending country in the world, and young countries requiring capital for their development will certainly be the best for the latter. The trade question has two aspects. In the last few years there has been a great change in public feeling in England. Free trade is no longer a fetish. Many statesmen and commercial men are ready to discuss the question of free trade. Many would be willing to adopt a preferential arrangement for the good of the empire, but there is a difficulty at present. Of the 160,000,000 bushels of wheat which England requires, Canada at present only furnishes about 6,000,000; the whole empire less than 25,000,000 bushels. Until we have increased our producing capacity it is unreasonable to expect England to change her whole policy in view of the intense commercial and industrial competition in which she is engaged. A great industrial depression might at any time drive England into a protective system; but nothing short of that is likely to do it at present. Such a change would no doubt develop very rapidly our wheat producing capacity. But there is another way in which this could be done; and it is a method which deserves consideration. If the stringency of our protective system were relaxed; if the farmers of the Northwest, by the admission of cheap English goods, were able to produce his wheat and meat, and other food products, twenty or thirty per cent. cheaper than his rival on the south of the boundary line, there is no doubt that this western country would get a stimulus quite as great as any that would be given to it by a protective tariff. In this great question, no doubt, the supposed interests of eastern and western Canada are struggling against each other. Trade matters, however, are in a state of flux all over the world. The late elections in the United States show that this is true in that country. The true view seems to be that England and her colonies should look at trade questions as one nation; and then, whether the drift of events turns towards fair trade or towards free trade, our nation will be able to take the greatest possible advantage of the condition in which she finds herself. Federationists should not stake too much upon preferential trade. As I have shown, great fundamental political and commercial effects are involved outside of this. Safe trade is necessary, whether we have fair trade or free trade, and only national unity can secure us safe trade. I am only able to touch upon a few topics; but I believe if you study this question from all its different angles, you will find that, not simply from the sentimental point of view, but from the hard facts of business, the unity of the British empire is a thing to which every patriotic Canadian ought to direct his best efforts.

The Agricultural Depression in England

A number of the leading agricultural papers of Britain have of late been discussing the subject of the agricultural depression in England and have given thoughtful opinions as to its cause and remedy. In connection with that discussion the following letter from Mr. A. J. MacMillan, Manitoba's agent at Liverpool, to the editor of the Bradford Observer has been given wide publicity:

To the Editor of the Bradford Observer.

SIR,—Your leader this morning on the farming situation in the United Kingdom is timely. No doubt the true solution of the difficulty for British farmers lies in lower rents. This is unfortunate for landlords, and whilst they are to be pitied, it must be remembered that they are in

much the same position as those who invest money in stocks and shares which afterwards depreciate in value. The economic forces by which the world is moved have changed, and are constantly changing. Steam and electricity have, as regards markets, brought the prairie farmers of Western Canada and the United States of America practically to our own doors. It costs little more to ship grain and cattle from those distant markets to London or Liverpool than it does to send them from the interior of England to the same markets. In connection with this it must be borne in mind that the farmers of those western lands have a magnificent climate to aid them in their work, and rates and taxes are exceedingly low. In many parts of Manitoba, for instance, rates and taxes are not more than from £2 to £3 per annum on 160 acres of land.

I find in Great Britain and Ireland that some people endeavor to find comfort in the belief that ere long the United States will cease to export grain and cattle, requiring them for home consumption. It is possible, even probable, that before the end of the century the United States will export less grain and fewer cattle than today, but that in itself will not materially help the British farmer, because other countries are rapidly coming to the front as exporters of agricultural produce. Take Western Canada as an example. Last year Manitoba alone produced some 25,000,000 bushels of wheat and from 12,000,000 to 15,000,000 bushels of other cereals—in all, nearly 40,000,000 bushels. The area under wheat has doubled within four years. Less than ten years since Manitoba did not export anything. The province covers an area of 76,000,000 acres and only 1,300,000 are yet cultivated, so that the production of wheat and the rearing of cattle there are only yet in their infancy. Some two years since Manitoba began to export cattle, and I believe nearly 4,000 head were exported last year, and the increase in live stock is even greater than that in the production of grain. What is true of Manitoba is probably true to some extent of other countries; and old country farmers, if they are wise, will note these facts and bear them in mind in making arrangements for the future.—I am, &c. A. J. McMILLAN.

Bradford, October 24th, 1892.

The Lumsden Dyking Co. have completed arrangements for the early prosecution of the work. It is expected that in the course of a few days reclaiming of the Sumas lands will be fairly under way.

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The Pumpkin Pie Tree.

Little Juan and Juanita Pettitoes stood in front of the farm house, biting half-moons out of generous pieces of such delicious, rich, spicy, hot pumpkin pie as only an old-fashioned housekeeper knows how to concoct. Now, some nineteenth century wiseacres contend that pumpkin pie making is a lost art, one that went out with the Pilgrim Mothers. But Mrs. Pettitoes' pastry was good enough for anybody, and, as the savory morsels melted upon their tongues, her offspring nodded, and gurgled, and emacked in a manner that expressed most entire and complete satisfaction.

"Dood! Ith'nt it?" lisped small Juanita.

"Primo! A regular Jim Dandy of a pie!" agreed Juan, with a beaming smile. A smile that was almost grotesquely reflected and exaggerated in the shining black countenance of poor Ananias Crow, a lank negro boy, who just then ambled up, casting green glances of envy upon the tempting brown and yellow slices fast disappearing down two narrow "red lanes." For this son of Africa, who has breakfasted very lightly that morning, was painfully conscious of an inward craving in the region of the waistband, while his "sweet tooth" seemed suddenly possessed with a jumping toothache.

But, if hunger sharpens the appetite, it sharpens the wits as well, and, instead of whining out a piteous appeal for a crumb of charity, in the manner peculiar to the professional begger, this worthy namesake of the Bib a falsifier came to an abrupt stop in the middle of the road, and held up both hands in horrified amazement, exclaiming: "Well bless my soul! Ef you chillens isn't jest the most wastefullest critters I doze come across in a month of Sundays! To be gobblin' down punkin' pie in dat ar fashion, when you might raise a tree dat would gib yer a dozen turnovers ebvery day in de week!"

"What do you mean by that?" demanded Juan, pausing in his crescent making, while little Juanita hid her last bit of crust—the part fancifully decorated by the jiggling iron—under her apron, as though she feared the newcomer had designs upon it.

"I mean what I sez," replied the wily youth, "Ain't you neber heard tell ob a pie tree?"

"Why,—so!" and now the clay pair drew near in curious wonder. "Is there really such a thing?"

"To be sho dere is! To be sho! And I low you is drefful iggerant not to kno dat!"

"I know there is a bread-fruit tree!" retorted Juan, who, being counted rather a bright scholar, was stung by this slur; "we learned about it in our geography. It is a native of hot countries, and bears a fruit resembling a loaf of bread in appearance." The lad rattled off this quotation with considerable pride.

"Yep! an' I spects de pie trees he belong to de same fambly. Whar I was raised dey was thick as pusley; apple pie trees, mince pie trees, cramb'ry trees! Ef you is hongry, all you hab to do step out an' help yourself to a hot tart."

"Oh, dear! How nithe! I with they grow here," sighed little Juanita.

"So dey would. So dey would ef you plant-

ed um. Dat's why I sez you is wicked, wasteful chillens to be swallowin' down dose alices instead of turnin' um into seed."

Big and bright as full moons became the four blue eyes gaz'ng into mendacious Ananias' ebony features, which never flinched a muscle, while Juan asked, with an excited tremble in his shrill, boyish voice, "Do you want us to believe that these pieces of ma's pie would grow up into a tree?"

"Grow! Grow like Jack's beanstalk if you plant um right; in a nice, sunny spot, wid a little fence aroun' um, but no carf on top. Dey jest want de sun an' de air, an' dey spring up like toadstools, so in free days you hab enuff ripe pies to stock a bake-shop. 'Spose yer try it an' see."

"But we haven't a great deal left," said Juan, contemplating, somewhat ruefully, the remains of their feast.

"There are five whole pithes on the pantry shelf," suggested Juanita, in a stage whisper.

"Den jest you borrow the biggest, an' next week you kin return two for one," prompted the shrewd Ananias, who already saw prospects of a delectable meal floating before his mental vision; while a few more highly-colored statements from his rosy imagination soon sent the small Pettitoes dancing off in a perfect ferment of enthusiastic anticipation. And, in the dusk of evening two figures might have been seen emerging from the farmhouse, bearing something carefully between them; something which they hid, or planted, in the south corner of the Oak Acre lot.

"Now, we musn't look at it for three days," remarked Juan, as he hammered in the last piling of a protecting inclosure. "But, then, we can make a Thanksgiving and Christmas for every one in the neighborhood. Oh, woa't it be fun' and how surprised and pleased ma will be!"

But, I fancy the mother would have been more astonished than delighted if, an hour later, she could have beheld a certain naughty, black Crow supping upon her masterpiece, and chuckling gleefully at the result of his strategy.

"You is cut out for a politician, 'Nias, my boy! You is, an' no mistake!" he ejaculated several times, as he smacked his lips with captured gusto.

Strange, too, to relate, the dreams which that night visited the pillows of Juan and Juanita and those which crept under the Negro lad's kinky wool were very much of the same character. For both took the form of an extremely flourishing and wide-spreading tree, that bore an hundred pumpkin pies; but while one showered tempting tartlets upon the happy little white folks, the other appeared to spring from the chest of the wretched dreamer, crushing him to the very earth, until he awoke with a gasp and a scream, to find himself in the clutches of a wild and distressing nightmare, caused, who shall say, whether by the late, rich repast, or by the qualms of an uneasy conscience? Only, I fear, harum scarum Ananias was seldom troubled with moral dyspepsia.

But, the next morning, an east wind blew in the Pettitoes homestead, and Mrs. Pettitoes,—whose temper was almost as hot as the ginger

with which she flavored her pies,—was sadly put out by the disappearance of her largest and finest pastry. The one designed for the minister's own eating.

"Where is my pie? The parson's pie?" she demanded again and again, until, observing the red cheeks and sheepish looks of her son and daughter, she pounced upon them, and by main force, as it were, dragged from their unwilling lips an account of their attempt at pastry farming.

"But—but, it won't sprout if you look at it for three days," stammered the frightenedurchin, who was on the verge of tears.

"Three days! fiddlisticks! Lead me to the spot at once!" commanded the irate dame, and sorely against their will the children were obliged to conduct her to the south corner of the Oak Acre lot.

"No, it never will grow, becauth it itho't here," announced Juanita, who skipped ahead, and first stooped down to examine the seed.

"Of course it's not there!" exclaimed her mother. "That chip of the old scriptural block has seen to that, you may be sure, and if I could catch the pi-ous fraud, I'd teach him the moral of his fairy tales."

"Only dis weasel ain't gwine to be cotched," chuckled an eavesdropper behind the fence.

"While, as for you, silly children, you can carry the next best pie to the minister, and go without yourselves for a month."

This was a bitter sentence for the sweets-loving little folks, and as, with unusually sober faces, they trotted down the road in the direction of parsonage, Juan remarked to his sister, "Nita, I guess we'd better go out of the business, and give up trying to raise pumpkin pies."

AGNES CARR SAOR,
In *American Agriculturist*

A Promising Settler!

The following extract from a private letter received by Mr. A. J. MacMillan, Manitoba Government agent in England, from an Englishman who came to Manitoba last summer, and has been living since in Winnipeg, shows that he has the right stuff in him to make a good Canadian:—"It is very easy to make money here compared with the Old Country.

. . . We have had glorious weather so far, nothing but perpetual sunshine all day, and lovely moonlight nights. . . My longer acquaintance with the people leads me to say that, compared with the people of the Old Country, they are far ahead of them in most things. Religiously they are a long way before them: no empty churches, all crowded on Sunday evenings, and as many men as women. No very rich people, and no poor grovelling creatures at all, except a few poor Indians, and they get well treated as a rule. Everybody seems independent, and all seems to jog on comfortably. There are plenty of social parties. We were at one a fortnight ago, and have two more for this week, and everyone tries to make us feel at home."

Rev. Dr. King reports the receipt of £100 sterling from the Presbyterian church of Ireland in aid of the ordinary fund of Manitoba college, Winnipeg.

During the past year there have been 317 outlets for homesteads at the Dominion lands office, Minnedosa.

Commencing on Monday next the mails for the United Kingdom per Canadian steamers via Halifax will close at the Winnipeg post-office on Monday at 4.30 and the parcel mail at four o'clock for the winter months.

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The Winnipeg Weekly Tribune, 12 to 16 pages each issue, the largest Weekly published in the Canadian Northwest is mailed to any address in Canada or the United States for \$1 a year. A magnificent portrait of either the late Sir John Macdonald or the Hon. Wilfred Laurier is given to every subscriber.

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HOMESTEAD REGULATIONS OF CANADA.

The Department of the Interior of the Canadian Government issues through Mr. A. M. Burgess, Deputy Minister of the Interior, Ottawa, the following rules relating to the acquiring of land:

All even-numbered sections of Dominion Lands in Manitoba or the North-West Territories, excepting 8 and 26, which have not been homesteaded, reserved to provide wood lots for settlers, or other purposes, may be homesteaded by any person who is the sole head of a family, or male over eighteen years of age, to the extent of one quarter section of 160 acres, more or less.

ENTRY.

Entry may be made personally at the local land office in which the land to be taken is situate, or if the homesteader desires, he may on application to the Minister of the Interior, Ottawa, or the Commissioner of Dominion Lands, Winnipeg, receive authority for some one to make the entry for him. A fee of \$10 is charged for an ordinary homestead entry; but for lands which have been occupied an additional fee of \$10 is chargeable to meet inspection and cancellation expenses.

HOMESTEAD DUTIES.

Under the present law homestead duties may be performed in three ways, and on making application for entry the settler must declare under which of the following conditions he elects to hold his land:

1. Three years' cultivation and residence, during which period the settler may not be absent for more than six months in any one year without forfeiting the entry.

2. Residence for three years anywhere within two miles of the homestead quarter-section and afterwards actual residence in a habitable house upon the homestead for three months next prior to application for patent. Under this system 10 acres must be broken the first year after entry, 15 acres additional in the second, and 15 in the third year; 10 acres to be in crop the second year, and 25 acres in the third year.

3. The five years' system under which a settler may reside anywhere for the first two years, (but must perfect his entry by commencing cultivation within six months after the date thereof), breaking 5 acres the first year, cropping those five acres and breaking 10 acres additional the second year, and also building a habitable house before the end of the second year. The settler must commence actual residence on the homestead at the expiration of two years from date of entry, and thereafter reside upon and cultivate his home-stead for at least six months in each of the three next succeeding years.

APPLICATION FOR PATENT

may be made before the local agent, any homestead inspector, or the intelligence officer at Medicine Hat or Qu'Appelle Station. Before making application for Patent the settler must give six months notice in writing to the Commissioner of Dominion Lands of his intention to do so.

INTELLIGENCE OFFICES.

Intelligence offices are situate at Qu'Appelle Station, and Medicine Hat. Newly arrived immigrants will receive, at any of these offices information as to the lands that are open for entry, and from the officers in charge, free of expense, advice and assistance in securing lands to suit them.

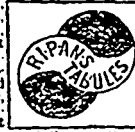
A SECOND HOMESTEAD

may be taken by any one who has received a homestead patent or a certificate of recommendation, countersigned by the Commissioner of Dominion Lands, upon application for patent made by him, or had earned title to his first homestead on, or prior to the second day of June, 1887.

INFORMATION.

Full information respecting the land, timber coal and mineral laws, and copies of these Regulations, as well as those respecting Dominion Lands in the Railway Belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, Ottawa; the Commissioner of Dominion Lands, Winnipeg, Manitoba; or to any of the Dominion Lands Agents in Manitoba or the North-West Territories.

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There are yet many millions of acres of the finest farming and grazing lands unoccupied in

MANITOBA AND THE WESTERN TERRITORIES OF CANADA,

Deep soil, well-watered and richest in the world—easily reached by railway. Wheat averages 30 bushels to the acre with fair farming

IMMENSE COAL FIELDS—AFFORDING AN ILLIMITABLE SUPPLY OF CHEAP FUEL.

Railway from Ocean to Ocean—Route: Including the great Canadian Pacific Railway the Grand Trunk Railway and the Intercolonial Railway, making continuous steel rail connection from the Atlantic to the Pacific Ocean, through the great Fertile Belt, and the magnificently beautiful scenery of Lake Superior and the Rocky Mountains. This is the new route from Europe to Asia.

Climate.—The Healthiest in the World.

The Canadian Government gives **FREE FARMS OF 160 ACRES** to every male adult of 18 years, and to every female who is head of a family, on condition of living on offering independence for life to every one with little means, but having sufficient energy to settle.

MANITOBA, the famous wheat producing province, is in the most fertile part of the Fertile Belt. Its inducements to settlers are unequalled. Information about any section of that province or the Territories, can be had on application to any of the Dominion or Manitoba Government Immigration Agents.

MANITOBA,

—THE GREAT—

GRAIN & CATTLE PROVINCE

Has Within its Borders Homes for All.

MANITOBA IS MAKING RAPID PROGRESS, as shown by the fact that in four years the area under crop has more than doubled. In

1887 THERE WERE UNDER CROP	603,764 ACRES.
1891 THERE WERE UNDER CROP	1,349,781 ACRES.

Increase 688,017 acres

These figures are more eloquent than words, and indicate clearly the wonderful development taking place. Not a Boom, but certain and healthy growth. HORSES, CATTLE and SHEEP thrive wonderfully on the nutritious grasses of the prairie, and MIXED FARMING is now engaged in all over the province. There are still

Free Homesteads In some parts of Manitoba.

Cheap Railroad Lands \$3 00 to \$10.00 per acre. Ten years to pay for them.

Improved Farms For sale or leasing from private individuals and corporations, at low prices and on easy terms.

NOW IS THE TIME TO OBTAIN A HOME

In this wonderfully fertile province. Population is moving in rapidly, and land is annually increasing in value. In all parts of Manitoba there are now

Good Markets, Railroads, Churches, and Schools.

AND MOST OF THE COMFORTS OF AN OLD SETTLED COUNTRY.

INVESTMENT OF CAPITAL There are very good openings in many parts for the investment of capital in manufactories and other commercial enterprises.

For the latest information, new books, maps, etc. (all free), write to

HON. THOS. GREENWAY, Minister of Agriculture and Immigration, Winnipeg, Man.

Or to **The Manitoba Immigration Agency, No. 30 York Street, TORONTO,**
Manitoba Immigration Agency, Moncton, N.B.