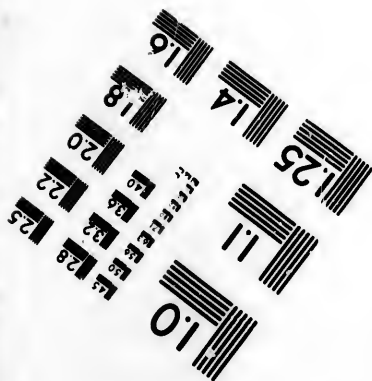
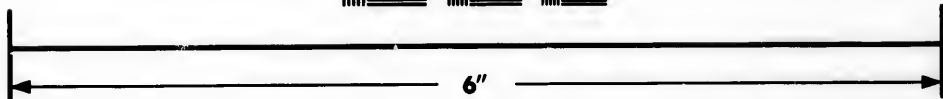
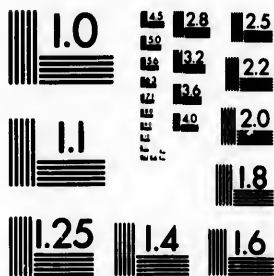


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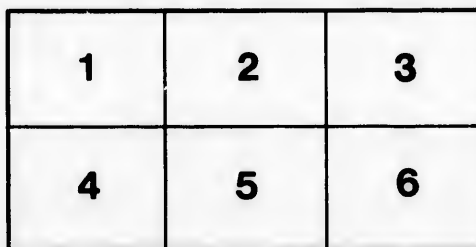
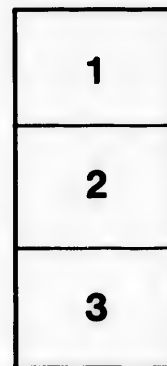
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THE PRAIRIE PROVINCE;

SKETCHES OF TRAVEL

FROM

LAKE ONTARIO TO LAKE WINNIPEG,

AND

AN ACCOUNT OF THE GEOGRAPHICAL POSITION, CLIMATE,
CIVIL INSTITUTIONS, INHABITANTS, PRODUCTIONS
AND RESOURCES OF THE RED RIVER VALLEY;

WITH MAP OF MANITOBA AND PART OF THE NORTH-WEST TERRITORY AND
DISTRICT OF KEWATIN, PLAN OF WINNIPEG, AND OF THE DAWSON ROUTE,
VIEW OF FORT GARRY, AND OTHER ILLUSTRATIONS.

BY

J. C. HAMILTON, M.A., LL.B.

CANADIAN COPYRIGHT EDITION.

Toronto:
BELFORD BROTHERS.
1876.

HAMILTON, J C

*"The news has flown frae mouth to mouth :
The North for ance has banged the South."*

—OLD SCOTCH SONG.

"It is indeed a Land worth fighting for."

—DR. W. H. RUSSELL.

Entered according to the Act of the Parliament of Canada, in the year one thousand eight hundred and seventy-six, by James Cleland Hamilton, in the Office of the Minister of Agriculture.

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INTRODUCTION.

Two centuries have passed since a Jacobite poet published his "Proposition for the Advancement of Experimental Philosophy," wherein he sketched a plan for the establishment of a Philosophical College. Of its score of professors, four were to be always travelling beyond the seas "to give a constant account of all things that belong to the learning, and especially natural experimental philosophy, of those parts."

They were to take a solemn oath never to write anything to the College, but what, after a diligent examination, they believed to be true.

It is in the spirit here indicated that the writer took up his pen, on Lake Superior and the Red River of the North, and began these sketches, now presented collectively, but much of which first appeared in a Toronto journal.

He endeavours to tell you plainly what he saw and gathered in a summer trip from the capital of Ontario over the beautiful Northern waters and some of the mineral regions, rich with hidden treasures, of the "North Shore." From these he will ask you to pass, by lake, rail and river, to the Prairie Province, and to hear of the immense fertile region of which it is the key, and which a popular writer,

traversing its broad plains when in their winter slumber, has called the "Great Lone Land."

The traveller here finds a region larger than many European States, which, though unsurpassed in climate and resources, has remained, as a great hunting reserve, untouched by the wave of civilization, which has spread along its southern, and beyond its eastern and western limits.

He may enter the little quadrilateral, carved out of this great North land, which has become a part of the Dominion, with the bison on its coat of arms, and bearing the name of that Great Spirit, the guardian of its plains and rivers, the Manito of its wild children—their "speaking God"—Manitoba. Our readers will learn of its city and villages, its broad prairies through which flow rivers that drain the richest soil; of the men of various hue, speech and origin, who are gathering in its valleys and finding happy homes in this wonderful West. We will refer to the great Companies, of which the most famous received its charter about the time that Cowley framed his college scheme, whose servants followed the chase, and were ever friends of the Red man, but who found even this broad land scarcely broad enough for them, few as they were, and strove to the death for mastery and undivided gain.

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THE PRAIRIE PROVINCE.

CHAPTER I.

TORONTO TO THUNDER BAY—MODES OF TRAVEL—OWEN SOUND—THE
“FRANCES SMITH”—GITCHE-GUMEE—THE NORTH SHORE—THUN-
DER BAY AND CAPE—PRINCE ARTHUR'S LANDING—FORT WIL-
LIAM—R. C. MISSION—THE DAWSON ROAD—RAILWAY ALONG THE
KAMINISTIQUIA.

“The greatest blessing is a pleasant friend.”

WE had pulled half way through long vacation ere decid-
ing on leaving “cap and gown and store of learned pelf.”
Then the route must be considered. There is the Colling-
wood steamer, also the Beatty line from Sarnia, the
Windsor boats, the “Ward” steamers at Detroit, the “all
rail” route. Desiring to enjoy the lake breezes, and to
test the working of the narrow gauge road, a pleasant
evening found us in the parlour-car of the “Toronto, Grey
and Bruce,” bound for Owen Sound, there to take the
Frances Smith for Thunder Bay.

The progress of Ontario cannot be more marked any
where than by one who on this road passes rising towns
and well-tilled fields where late the forest waved un-
touched. We reach Owen Sound by 10 p. m., but find
that the vessel is not yet come to hand. A load of Men-

nonites to Duluth took an extra day, so we have a few hours to see the fine harbour, the mountain, and good folk of "the Sound." Right glad were we at last to spy the smoke stack and side-wheels of the vessel as she steamed into the harbour. Capt. Tait Robertson soon welcomed the party who were to find their home with him across two lakes; and the gallant vessel was off at good speed—all well pleased with the accommodation, and, we may say, not dissatisfied with each other, as the happy manner in which the hours sped away soon showed.

It is not the intention of the writer to dwell much on this part of his trip, as many of his readers have, to some extent, become familiar with this way to Thunder Bay.

At the Village of Killarney we first see Indians in their bark-covered conical tepees or tents, dotted over the rocky shore. At Garden River we glide in beautiful water past log-houses of white and red men, and at both these places we run out and buy pretty baskets and mats of scented grass, bark and porcupine quill work. Through many a glassy bay, past many a lovely island and wood-covered nook our vessel glides. While the sun shines, we watch her course. Darkness falls, then fair friends charm away the silence—music and songs fill the cabin, and we move in the mazes of quadrilles, waltzes, galops and Sir Roger.

We come to waters studded with cedared isles, that remind us of dear Yohocucaba, in the Muskoka region,*

* This is a beautiful summer retreat in Lake Joseph. The so Indian-like name was ingeniously formed by adding together the first two letters in the names of five of the founders of the Yo-ho-cu-ca-ba Club. *Esto perpetua!*

and are in sight of two towns, divided by the Sault Ste. Marie River ; on the north is the capital of our Algoma District, a scattered town. We see the bishop's residence near the water, and the school in which Indian boys and girls of the Ojibway nation are taught. One of these three islands, near the North Shore, is the romantic grave of the late Colonel John Prince, who was, when he died, judge of this immense sparsely populated region. We cross and are in the short canal, have time to run through the little Michigan city on the South Shore, pass into the grassy enclosure with flag holding U. S. colours, and see Fort Brady, with its park of artillery, white officers' quarters and barracks, with two companies of Uncle Sam's infantry. Close to the present canal, also on the American side, is the great excavation destined to be the ship canal. Its locks will be 80 feet wide, affording 18 feet of water, and admitting vessels of the largest size on the lakes. Soon we are on the stormy waters of Lake Superior, the big sea water, Gitche-Gumee of Longfellow's "Hiawatha." Our vessel has on this trip no time for side excursions passing Michipicoten and Nepigon Bay. We are much interested in the little red houses on the rocks which we are told form Silver Islet. At the wharf, where we stop a few minutes, a score of men with spade and pick were taking up hard rocks that formed the wharf and tide-breaker; their foreman informed us that these rocks, till lately considered refuse, can now, by improved machinery, be made to yield many dollars' worth of ore to each ton. A busy place is this Silver Islet, with crushing mills,

store-houses, and clap-board dwellings, all owned by a great American Company, and under charge of the able and ingenious manager, Captain Frue.

Fifty stamps are being worked, and from 100 to 150 tons of ore crushed per day. The yield is reported by the Company to be in value from \$36,000 to \$40,000 per month, the whole cost of getting out, crushing and washing the ore by Captain Frue's process amounting to only \$2.25 per ton, while eight ounces of silver are, on an average, extracted from that quantity of rock of low grade.

The *Frances Smith* has no time to lose. Her whistle sounds, we gather a few specimens of the white quartz rock and are off, soon pass the great headland of Thunder Cape, and are in Thunder Bay, in sight of the rising village of Prince Arthur's Landing. The Queen's Hotel, a large frame house, faces us, with guests from many a quarter. The site of the village, which now contains probably 1,000 souls, is very fine: on the west side the Kaministiquia, emptying with its three mouths into the bay; McKay's Mountain, rising 1,200 feet high, and the Welcome Islands; opposite are Pie Island, of 31,000 acres in extent, with an altitude of 850 feet, having on its western end the strange round cap or dish-shaped protuberance whence it takes its name. Thunder Cape rises behind us 1,400 feet high, and beyond is the great lake whose waves, unceasing and monotonous, lash the shore. As we pass the west end of Pie Island a hut may be seen which marks the place where silver ore was lately found, and a mine is being sunk by Professor Ames and some

other Americans. At the east end of the village is a little river—McVicar's Creek—round which are piles of lumber and log and clap-board houses. Close to the creek is the bark conical wigwam of an Indian. Along the shore boys pick up agates. The village site, with its scattered white houses, gradually rises. We pass up Arthur street, leaving the reservation for a park of some ten acres on our left, and the commodious grounds, residence and offices of Mr. D. D. Van Norman, Stipendiary Magistrate and Registrar, on the right, the land rising gradually, so that after a half-mile walk we are on high ground, with a fine view of the harbour, village and surroundings. This street we have been on turns to the left, and, in the course of a few rods further, runs into the well-known road, the Dawson route to Manitoba.

Prince Arthur's Landing received its name from Colonel Sir Garnet Wolseley, in honour of His Royal Highness, then in Canada. It was at this, then insignificant hamlet, that the Expeditionary force, on its way to Red River, disembarked on the 25th May, 1870.

The inhabitants of the Landing are such as an adventurous wild life, the outskirts of civilization, and the speculation in minerals and lands bring together, to which, in the season, are added tourists from far and near; from Nova Scotia—from many other parts of the Dominion. But here passes a black-robed man—a priest from the Mission up the river. This half-score of rough fellows are navvies from the railway line. Three young gentlemen, undergraduates of Yale, with their

guns and fishing tackle, were here. They had seen the falls of the Kaministiquia, and fished there and elsewhere in the region, and were about to start for prairie chicken shooting on the plains of Minnesota. The number of saloons and drinking places in the village was astonishing. All seemed only too well patronized. Strong rough fellows from the woods often pass, with coarse brown dress and unshaved faces. One stout man of more than middle age, whose hair hung in curls, in which grey and black were equally mingled, was pointed out. He was a graduate of Cambridge, but, years ago, gave himself up to a roving life and dissipated ways. He discovered several mines, made large sums by selling his rights, which were soon spent in sprees on the South Shore. His countenance still retains many traces of intelligence, and we saw him last as a deck passenger on the way to Duluth, addressed with some attention and civility by those who knew him. When not actively engaged he lives a hermit life. How the inhabitants of the Landing spent their time was a matter of amusement. At the hotels and like places of resort, and not at offices or shops, we must seek them. One talks of Silver Islet, another of Shuniah, the Cornish, 3 A, the Bruce mines, Thunder Bay, or Shebandowan, and each pulls from his pocket a specimen of the ore or quartz supposed to contain silver, as "blende" or "native," or in sulphates and other forms. Various as the specimens may be, and to the unskilled, scarcely differing in structure and appearance, yet our friends here will at once name the mine whence they come.

Three tugs ply in the harbour of Prince Arthur, and form in summer the chief means of communication between the Landing and the Fort. Owing to the nature of the bottom, it is necessary to take a circuitous course of a mile or so into the bay, pass the two smaller mouths of the Kaministiquia River, and enter the third, which, after a half-hour's puffing of the little steamer, brings us in sight of the ancient fort of the great Hudson's Bay Company, now in charge of Captain McIntyre and employés, among whom we see white men, Indians and half-breeds. The river is here just broad enough for the lake steamer to turn in, and runs swift and dark in its bed, the fort being on the right. It is not long since the place was guarded with a high stockade fence, and block-houses pierced with port-holes. These have given way to a neat picket that divides the grounds from the road that skirts the river's side. Two small cannon stand as watch-dogs, one on either side the gate. Within the few acres that form the square of the fort are wide store-rooms, one of stone, very thick and substantial; others of wood, the shop for retail dealing, and two neat dwelling-houses. Vast in value have been the pelts here stored, and hence sent to the selling agents of the fur companies, during the last hundred years of their reign and dealings here. Fort William was years ago the main depot of the great North Western Company, which united with the English Corporation in 1821. Before the factor's pretty vine-clad house was a garden blooming with flowers of many varieties, and a rockery that particularly attracted our atten-

tion. Its formation was of large quartz and other mineral-bearing rocks, in which shone clearly traces of silver, lead, iron and copper, and blocks of the beautiful amethysts that are found throughout this wonderful region, but chiefly at Amethyst Harbour, near the mouth of McKenzie River, some twenty miles east of Prince Arthur. The river banks are low at the fort—probably about ten feet above the ordinary level of the water. Two miles farther up they rise to double this height. On the left bank is the Catholic Mission of the Immaculate Conception, with Indian reserve twenty-five miles square. Above the Mission, ten miles distant, are the extensive lumber works of Mr. Adam Oliver, the residences of the Messrs. McKellar, and the wharf on which is piled many a ton of steel rails, ready for the track of the Canada Pacific Railway, the terminus whereof is here placed by the powers that be. The bank is high, and affords a level bed on which the track has been graded for about half the forty-seven miles that are to form the connecting chain between Thunder Bay and Lake Shebandowan. The contractors, Messrs Sifton and Ward, had a large force employed in getting out trees and making cuttings, and were to be so engaged during the winter. The work on the lock at Fort Frances is also being expeditiously carried out. Government surveyors have reported favourably on the route *via* Sturgeon Falls and the head of Rainy Lake. The contractors named have also in hand the Red River end of this section of the great road, but the middle part of it, being over rough land full of en-

gineering difficulties, is not yet located. There is much fine land in the free grant sections of the Kaminitiquia valley, where one hundred families have established themselves during the past few months. Along the banks, as far as we went, was a rich alluvial soil. This large increase of settlers is no doubt partially due to the grasshopper plague in Manitoba, of which we will speak hereafter.

Very amusing to the visitor is the jealousy existing between this region and Prince Arthur. "Why," say residents of the latter, "require vessels to run up the Kaminitiquia to the Railway, when at the Landing in Thunder Bay is a splendid natural harbour, safe for vessels of any burden, and not so soon closed by the ice?" "Your harbour," say the gentlemen of the river, "cannot be safe till well dredged and a great breakwater made to ward off the winter storms." To secure their ends, the Prince Arthurites were passing a by-law to devote a sufficient sum—\$32,000—to continue the railway to the Landing, so we hope all parties will soon be satisfied.

There will in time be a spreading population both at the Landing and up the river. We cannot afford to let Manitoba be drained long into the United States through the Pembina route. A through line of rail must ere long connect Thunder Bay with the Kewatin District and Red River. In summer this will be a pleasant and popular mode of ingress to the Prairie Province.

We met several who had gone over the Dawson Road to Garry, and who told with interest of its varied scenery

and incidents by stage, open boats and small steamers, over lakes and rivers, during the five hundred miles of the course of this Government road. W. H. Carpenter & Co. had the contract from the Canadian Government for the conveyance of persons and goods on this route during the summer months, but it is closed as soon as the frost sets in. They received an annual subsidy of \$76,000 in addition to the fares they made. The charge for each passenger from Prince Arthur to Winnipeg was \$10; to return it was \$15. Meals were provided at rude stations at thirty cents each. It is understood that the Dominion Government will soon take the control of the route into their own hands. There are many rich mineral deposits already discovered in the region through which this road runs. Valuable tracts of timber, especially near the Lake of the Woods and on the banks of Rainy River, will be brought into access from Winnipeg as soon as the railway is constructed. The grain crop of the Province will also by this route seek shipment on Lake Superior.

For fuller accounts of the region traversed by this road we can only refer readers to the several interesting narratives which have appeared, especially that of Professor Hind's expedition of 1857. This route, however, goes from the north-west angle of the Lake of the Woods by land to Red River, while Professor Hind and Colonel Wolsley followed the longer and more romantic course from that point by Winnipeg River to the lake, and up Lake Winnipeg and Red River to Fort Garry.

CHAPTER II.

THUNDER BAY TO RED RIVER—DULUTH—SUPERIOR CITY—DULUTH
TO FARGO—THE ST. LOUIS RIVER—THE NORTHERN PACIFIC RAIL-
WAY—"THE LAST TURN"—THE MISSISSIPPI—SCENERY—FARGO.

A PLEASANT sail of eighteen hours in the *Manitoba*, an excellent vessel of the Sarnia line, brings us in sight of this little city, at the western end of Lake Superior, and creeping up the stony and almost treeless hill that rises behind. It is a straggling town, that grew too fast, where the town-lot fever struck deep and had many victims. The Northern Pacific Railway runs from Duluth to the Missouri River. Great were the hopes raised in the hearts of the Duluthians as this railway was being constructed and Jay Cook reigned. But the day came, the money king fell from his greenback throne, the road got into the sheriff's hands, and the little city came to a sudden halt. The land fever had its crisis—many of the stores are vacant. "To let" is on some of the pretty houses that lie on the hillside, and vacant lots are a drug in the market. For its future, Duluth must depend on the development of the grain trade to be produced by the prairies through which the Northern Pacific runs, and the mineral resources in which, no doubt, the whole surrounding region abounds, and its connection by Red River boats, stages and proposed railway with the British

Fertile Belt to the North West. A narrow-gauge railroad is being surveyed, to run northerly seventy-five miles to a rich iron region. At a distance of six miles, across the St. Louis Bay, in the State of Wisconsin, is Superior City—with a fate similar to that of Duluth.

From Duluth to Fargo, on the Red River, is 254 miles. For some distance, the Northern Pacific runs along the course of the St. Louis, which opens with a long marshy mouth into Lake Superior. The soft bed soon gives place to a rocky bottom of the most rugged appearance, in which, in the wet season, the river runs a foaming torrent. Now its bed is nearly dry, with here and there a little waterfall and rapid. The ground along its banks is deceitful—full of sand and boulders. At several places we find our train passing through the air with no apparent support from *terra firma*. We thus rest on wooden stilt-like frame-work, of which one end pierces the ground, the other supports the roadway. To the unaccustomed the position is anything but assuring. However, railways must be built, and when stone and iron are scarce timber must answer instead—and does till the crash comes, as come it surely will. At the old Indian town of Fond du Lac, fifteen miles from Duluth, where a century ago our great Nor'-West Company had an important fort and depot—but that was while this region was still British—the river runs a beautiful glassy stream, then spreads into a crystal lake, with bushy isles and banks of grass and rushes. The grand and rugged scenery now begins, ending at Thompson, where the road crosses the St. Louis. In

this short distance, about eight miles, we pass and see the Dalles of the St. Louis in their broad and unhewn beds of slate, foaming and seething in a thousand whirlpools. Pine-clad hills hang over them. Then the aspect changes—the wild waters gather into a quiet stream, and glide past, with surface scarce broken by a ripple. Our Yale friends take the road for St. Paul's, which branches from the Northern Pacific, twenty-four miles from Duluth. Doubtless the prairie chickens will soon groan for their coming. We have now left the St. Louis and entered a beautiful land. Great elms spread their arms on either side. No scant has nature here shown in her wild garden. In rows and in groups stand the elms, and as the train goes swiftly through, the nearer trees seem to recede, and those behind to move on in a majestic dance of giants. We think of the German legend, the Erl-King, that holds out its enchanted limbs and cries "Come hither, come hither, my child!" or do these giants of the plain resent this encroachment on their beautiful domains, and shake their arms and struggle to pursue as the train goes whistling and rattling through their avenues? The scene still changes—beautiful lakes in smiling meadows of luxuriant verdure appear one after another. Wild ducks and geese swim upon them, while pigeons and blackbirds are plentiful. We look for signs of inhabitants, but they are few. Fences are seldom seen. The great meadows that skirt the grassy lakes and ponds are swampy, and will not be cropped till the drier and richer prairie land has been exhausted. Lake, pond, meadow and park, as demesnes

of some great nobleman, are passed in rapid review, but nature alone has been the unrivalled gardener. Cedars and hardwoods come in view ere we reach Brainerd, a little city in the forest, one hundred and fifteen miles on our way. Here are the workshops of the road, a large hotel and handsome white board building, also put up by the Railway Company as a temporary home for emigrants. Each alternate section or square mile along the line belongs to the Company, who offer strong inducements to settlers. The main street has a few buildings and stores, but the most noticeable features are its billiard and drinking saloons. Over one, beside which grows a tree, is the name, "The Last Turn." This is the spot where two Indians, in 1873, last turned their poor eyes on the light of this world. Accused of ravishing a young woman, murdering her, and destroying her remains by fire, they were arrested. A lot of roughs sat playing cards and drinking, and as the play lagged, one jumped up and cried, "To the jail! the Indians!" The result was soon reached. This tree was the gallows, and this saloon sign their only monument. Which were the more guilty, the poor struggling victims, or those who yelled round them and shot at them as they hung, eternity alone will reveal. The unfortunate girl's name was Ellen McArthur. She was quarter Chippewa, and was walking over the prairie towards her uncle's when met by the two scoundrels, her murderers—Gegeance and Tibiscogushekweb. The meaning of this last name is "The same sky further off." Before this, these fellows had killed one Bearman, of

Little Falls. The railroad now crosses the Upper Mississippi, a yellow stream flowing through muddy banks of some eighty feet in height. It was spanned by a wooden bridge of the stilt and girder kind, but we passed over on a scow. About the end of July a heavy train was on the bridge and nearly over, when the timbers cracked. Down went the cars, drawing the engine, with its engineer and brakesman and six others to destruction, few of whom lived to see another day. Those who did may see and admire, if they can, another bridge, twin brother of the last, completed across the chasm. Terrible was the scene as the confused crashing heap went, with the cries of broken and drowning men into the waters. The rest of our ride was over the prairie. The quality of the land we had passed was poor, light or swampy—now it improves, becomes loamy, and as we come nearer Red River, we see the deep black soil which is universal along the bed of that river. Due north are the head waters of the Mississippi and Red River; the little streams and lakes that form the beginnings of these two great rivers, in many places but a few rods apart, yet the waters of the one will go to the Southern Ocean; of the other, to Hudson's Bay. At Detroit Lake we are much tempted to stay and try our hand on the ducks that cover the beautiful water. At Glyndon, two hundred and forty-one miles from Duluth, the St. Paul and Pacific Railroad crosses the Northern Pacific and goes north as far as Crookston, a distance of seventy miles. Twelve miles more bring us into the straggling little city of Moorhead; but we keep our seats,

pass over a long bridge that spans the Red River of the North, alight at the Headquarters Hotel, with its long two-storied balcony, and find ourselves in snug quarters and at the western end of our trip. Our course will tomorrow be northerly down the river.

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CHAPTER III.

DOWN THE RED RIVER—ITS SOURCES AND TRIBUTARIES—THE PRAIRIE
—RED LAKE RIVER—GRAND FORKS—FROG POINT—THE ROSEAU—
WHAT THE GEOLOGISTS SAY—AN ANTE-DILUVIAN—EMERSON—
WHITEHAVEN—THE “NIGGER”—A “BUCK”—METIS—POINT
GRUETTE—SCRATCHING RIVER—SETTLEMENTS—MENNONITES—
SUNSET—GOVERNOR M'DOUGALL AND HIS GUARD—CAPTAIN CAME-
RON AND HIS “BLAWSTED FENCE”—BUTLER, WOLSELEY—GOOD
NIGHT—VERSES.

MOORHEAD is on the Minnesota, and Fargo on the Dakota or west side of the Red River of the North. They are straggling villages. The latter is a seat of law, with large court-house and gaol; Dakota is not yet organized as a State, but is a territory under Federal control. The prairie extends on all sides, and through it, between the two towns, and dividing State and Territory, flows the dull and muddy stream. The rain of the previous day had formed a tenacious mud. The *International* was ready for her passengers in the early morning. This vessel is of the scow-built, light water kind used on these waters, where, in the dry season, the bottom often lies at twenty or thirty inches from the surface—scow-built, with round nose, propelled when floating by a horizontal wheel at the rear; and when stuck on the stones or mud, pulled off by a cable, one end of which is attached to a tree on the bank, the other to a capstan turned by the “Nigger” engine.

The *International* is the oldest vessel of the Kittson line, and carried Captain Butler in July, 1870, when he went to spy the land for Colonel Wolseley, and then to see the "Great Lone Land" beyond. She is in length one hundred and forty feet; breadth, about one-third of length; three-decked—the lowest for freight, engine, deck passengers, cattle, &c.; the second, with cabin, state-rooms and covered promenade; the third has the wheel-house and open deck. Than Captain Seger and Mr. Joseph Smith, the purser, none could be more attentive to passengers, and, what we also admired, civil and kindly to the crew of thirty or more that worked the craft and the scows, which sometimes ran on in the more rapid current, but were more generally lashed to our side. We started with one such, laden with bags and barrels, over fifty tons, for Garry, but at Grand Forks exchanged these for two barges, laden each with fifty tons of rails for the Canada Pacific. The Red River rises in Otter Tail Lake and Traverse Lake, in Minnesota; passes between Moorhead and Fargo; its breadth for its first 100 miles varies from 150 to 300 feet. A strange rover is he as he winds through this wonderful prairie land for 700 miles, joined here and there by twenty-three smaller streams, the largest of them being the Assiniboine, entering at Winnipeg; the Red Lake River, which joins the Red River at Grand Forks; and the Roseau River, which drains the wooded country between the Lake of the Woods and Red River, at Pembina entering the Dominion, and finally lost in Lake Winnipeg, where its waters mingle with those of the Saskatchewan, Winnipeg, and other

rivers, and thence pass into Hudson's Bay by Nelson River.

The head of steam navigation on the Red River is about 46 degrees 23 min. The river is five feet deep at the mouth of Sioux Wood River, at Cheyenne six feet, thence to Goose River nine feet, with an intervening rapid with but five feet of water on it. From Goose River to Red Lake River twelve feet—thence to Lake Winnepeg fifteen feet. These measurements are in its ordinary state; when we passed down, the water was lower; when the spring floods come, and the snow, melting on the prairie, flows in, the river swells in compass, in many places overflowing the banks. As we passed slowly around various curves, Captain Smith pointed to several coulees with little water in them, which are at such times swollen to rivers, up which the vessel may float, and even shorten her course in Red River, by, to borrow a surveyor's phrase, passing along the bases of triangles.

The sun rises ere we pass far from Fargo. Very pretty is the sight as we cleave our devious way between stately elms, cotton-woods and oaks, that line the banks, but so winding, that our prow points as often towards the Antarctic as the Arctic pole. Among our passengers we find a Government officer on his way to the Indian country; two Montreal gentlemen, who have no doubt an eye to prospecting in lands and the fur trade; a young civil engineer, and a fair lady who has joined hand and heart, and goes to find a home in the little capital; a young banker, who will take charge of a branch of one of our

Ontario banks just opened there ; and others, whom pleasure or hope of gain bring to see the Prairie Province. Beautiful is the scene as the vessel winds along. Willows sweep our side as she creeps on, hugging the bank for deeper water or to get room for the next turn. Nature has with lavish hand studded the banks for half our way with clusters of stately elms, ash, oak, maple, basswood, poplar and cotton-wood, that spread their branches over a rich vegetation—long grass, wild plum and cherries, prairie roses, the white blossom of the wild hop, wild tea, the winding convolvulus ; the dark green of ivy and grape vines hang from the trunks ; clusters of the pink squaw berries, Scotch thistles of great size ; beautiful flowers of many varieties—purple, white and yellow—dot the green carpet.

This lining of the prairie is of varying depths, from fifty or one hundred yards to a mile, and through it we may see the sky. The upper deck is generally on a level with the land, but sometimes, as at Frog Point, the banks rise as high as the top of the smoke-stack. During the numerous stoppages of the vessel we run up to view the land—see a rich meadow stretching before us. On the river's bank may be seen the log house of a settler, and in grass to their knees, as Wordsworth has it.

“The cattle are grazing,
Their heads never raising,
Forty feeding as one.”

Hard indeed was it at once to realize the vastness of the prairie—a sea of waving grass extending from us to the

Missouri—measured by miles not acres, coursed through by numerous rivers, of which the Red River of the North with its tributaries is but one, for ages the home of the red man and the bison; its soil enriched and enriching year by year with the ashes of the prairie grass; its verdant outskirts only yet touched by civilization, destined to be the happy home of millions of the Saxon race. As we run over it, coveys of prairie chickens start up or run chirping to the parent birds. Our feet scatter the little mounds of the gophers or ground squirrels; but the air is hot as it sweeps over the broad level, and we return to the bushes that skirt the river, to be thence soon escorted to the boat's deck by a lively band of mosquitoes.

On board again, we lie in wait for the chance hawk or pair of ducks, which we pop at with revolvers—to the little damage of the birds, however. The young men jump over to one of the scows, set up a target and practise with their revolvers. Some puff the fragrant weed, or read, or while away an hour in whist or euchre; run out as the vessel again rubs her broad nose on the bank, to view the prairie, and find to our sorrow that the poor cottage we hoped had been left, is still in sight from a different standpoint; we have gone circling round through the prairie. The water is low; fat cattle stand in it switching the flies off with their dripping tails. The “Nigger” is oft-times called into play. We cannot expect to see Garry before Saturday evening, although we left Fargo on Tuesday morning. The Government officer says “That won't do for me,” and leaves us at Grand Forks to take the four-

horse stage which will carry him in in thirty hours. We hear complaints of monotony.

The sun sets, the trees are high enough to conceal the best part of his glory, and from them now come in myriads buzzing swarms with spear bills that seize on every exposed part. We take refuge from them on the upper deck, where the cool breeze stops their humming, and at last retire to our berths discomfited. Still disturbed from above and from beneath, we dream of rivers that run straight through flowery meads, of mines with "pockets" of gold and gems, of town lots that are such in fact as well as on paper, where prices e'er go up and taxes are unknown. But the music breaks out with threatening hum-hum and troubles move below, and we open our eyes with thoughts on murderous raids intent. As each night grows on, a great reflecting lamp is set on either side of the prow to light the way. Beautiful and strange is the sight as the lamps throw their white weird light on the weeping willows, clinging vines, and shadowy poplars which we pass—like a theatric show with ever-shifting scenes. The moon sails above and below each bank—the varying panorama is reflected in the water. The wheel-house rose on the upper deck. Its roof was a favourite vantage-ground from which on clear evenings to look on the glorious sunset of the prairie, of a varied beauty and magnificence surpassing description.

On the last day of the trip some rain fell. The woods also generally receded from the banks, leaving them covered, however, with willows, bushes and vines. The mos-

quitoes were not so assiduous in their attentions. Pembina is reached in the early morning. At the Hudson Bay post of West Pembina the Customs officer welcomes us to Her Majesty's dominions.

From the east the Roseau river now comes in with slow, reluctant motion, to swell the tide flowing to the Bay of Hudson. It has drained the lake of the same name which lies a few miles south of the boundary, and some great muskegs, or swamps, which form in winter the pasture ground for hundreds of ponies of the Indians of the Reserve. They paw away the snow and reach the long rich grass, and are in better condition in the spring than when turned out in the autumn. Then starting on a southerly course, the Roseau runs for a while still in Minnesota, with the evident intention of joining Rainey River and the Mississippi; but the way is blocked with sand and detrital matter, so he tacks about, passes swiftly for a dozen miles over a gravelly bed—the rapids of the Roseau, where are many excellent mill sites—and finally zigzags into Red River past this beautiful well-wooded Indian Reserve of 13,500 acres, and forming its northern boundary, bearing many great pine logs, hewn from the Pine river, Roseau and Lake of the Woods forests, to the saw-mills of Garry. This reluctance to travel northward seems inbred, not only in the Roseau but in the Red River and most of the waters of any size hereabout. If we listen to what the geologists say, we will hear a wondrous tale. They fetch out instruments and find that our outlet into Lake Winnipeg is but seven hundred and ten

feet or so above the level sea. We are here on the *International*, some eight hundred feet high—but following up the Red River till its sources in Lake Traverse separate from those of the Minnesota, we ascend to but nine hundred and sixty feet above salt water. Elevate this northern end of Red River Valley, or lower the other extremity but a few hundred feet, and the course would be changed—the canoe here launched would float to the “Father of Waters,” pass St. Paul’s at an elevation of but six hundred and seventy feet, and at last feel the warm sun of New Orleans.

This and other more startling sights might have been witnessed in pre-Adamite times. We might indeed have taken passage on an iceberg, and ridden from the North Sea all over this beautiful valley, then but a rocky ocean bed. The breadth of the submergence is estimated to have been from the high lands east and south of the Lake of the Woods to hills west of Manitoba Lake, or perhaps farther west, with a height given by Mr. G. M. Dawson at 1,428 feet. He says:

“The river valleys and lower levels frequently show tile or boulder-clay, while the summits of the plateaus are generally covered with shingly deposits, which appear to consist chiefly of beach material like that of the flanks of the Rocky Mountains, and may have been carried here by small icebergs from the mountains themselves, or by shore ice.”

A “superficial current,” mingling with a “deep northern flow,” like the Arctic current and Gulf Stream on

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PERCHED BLOCK FOUND IN LAKE OF THE WOODS.

the Newfoundland Banks, was what bore them on, rolling great boulders with them, of which some of the most marked specimens are found in the region of the Lake of the Woods. One such, says the geologist referred to, of red granite, and actually lying in the groove it had made in the lake bed, was found to be eleven feet long by seven feet high.

The traveller may become acquainted with this and other old antediluvians by diverging from the Dawson route and calling at Buffalo Point, in the south-west margin of the lake. Some of them form fine perched blocks. How long have they sat waiting to tell their strange story of flood and earthquake, of the subsidence of the ocean bed, and the formation of new courses for great rivers? Their tale would be of the crossing of the Straits by the red man while Carthage was yet a flourishing city; ere Nero looked on his burning capital; while rude barbarians, clothed in skins of beasts, dwelt in the British Isles. Indian boys may then have played round these old relics as familiar landmarks, and, in summer evenings, jumped from them, laughing, into the water. They tell us of the time when French rule was claimed from these parts down to the Mexican Gulf, and all the intervening region was called in honour of a Louis; of the chase of great beasts, and fierce struggles between the Ojibway and the Sioux; of the hardy traders and hunters who passed from the dalles of the Winnipeg to the old town, their chief depot at the Two Mountains, now a great city; of the

quarrels of the rival Companies, and the passage of the gallant Wolseley.

As we look on the stream, up whose course our thoughts have passed, we recall the concluding words of Bryant's "Story of the Fountain:"

"Haply shall these green hills
Sink, with the lapse of years, into the gulf
Of ocean waters, and thy source be lost
Amid the bitter brine? or shall they rise,
Upheaved in broken cliffs and airy peaks,
Haunts of the eagle and the snake, and thou
Gush midway from the bare and barren steep?"

But let us revert to the things that now are. Lo, with his squaws and papooses of all ages, is seen on the banks—sometimes dressed as poor white men dress, but generally with a blue or white blanket over his shoulders, hair long and unkempt, complexion very dark, figure generally of light build, and countenance of low expression. Here and there are a few cords of wood which squaws have cut and piled for sale to the passing steamboats. On one a "buck" stands, waving a blue blanket over his head as we approach, signalling his desire to effect a sale. Among the trees we see here and there the residences of this poor remnant of brave nations: sometimes they are daubed with mud—more often the wigwam conical in shape, is made of sailcloth or birch bark, supported on saplings ten feet high, not closed at top, as the smoke from the fire within must get out there or by the door in front, which generally faces the river. Sometimes we see Indian boys fish-

ing—oftener see that lines or nets have been set to catch the great catfish which abound in this muddy river, and are of excellent quality, clear of flesh and with spotted skins. This band has decreased since 1871, and now numbers 480 souls. They have a dozen houses built—the major part of them live in skin tents. They are docile. Men of lighter though not less dirty hue are sometimes visible with the red folk. These are “half-breeds,” or more shortly, “Breeds” and “Metis,” from the Spanish American *mestee* or *mustee*, as are called all whose blood is mixed. They are also called *bois brulés*, from their dark complexion, like scorched wood. The growing town of Emerson, whose wooden houses we see from the vessel, and the village of Whitehaven are passed, and the settlers’ cottages are often seen, log-built, plastered with mud, and thatched with the long bluejoint hay of the prairie, which is said to wear as well as shingles. At Scratching River is laid out on paper the town called Morris, in honour of the popular Lieutenant-Governor of the Province. At Point Gruette the Crooked Rapids are passed, twenty-five miles from Garry by land, but so circuitous is our course that we have yet nearly twice that distance by water. As to these and other so-called rapids on this river, they seem so named by contradiction so far as locomotion is concerned, as they are but places where the current is roughened by passing over stones, and we always go *slowly* and get ready to work the “Nigger.” Let us not forget the pretty cottage on the left bank, below Dufferin. Here Captain Cameron for a time resided.

He was aide-de-camp to the Hon. Wm. McDougall, C. B., who came, to be first Governor of the Province, but got no further than the Hudson Bay post at Pembina, being there held in surveillance by Riel's band of half-breeds during the month of November and till the 18th of December, 1869. He wearied of the business and returned to Ottawa. The gallant captain ventured on to the River Sale, which here runs into Red River. Three score of half-breeds were before him with a barricade—a "blawsted fence" he called it, and would, Romulus-like, have leaped it, but that was not to be. His horses' heads were turned southerly. Discretion was the better part of valour. The captain lived to be a major, and to command the expedition which in 1874 settled the international boundary between this territory and the States. Mr. Provencher came thus far at the same time, and met the like fate. He also survived the discomfiture, and is now Indian Agent for Manitoba. The cottage and a larger house near by, used as a depot for emigrants, belong to Government. The broad faces and stout forms of Mennonites, dressed in brown homespun—men, women and children—here greet us in numbers. We have elsewhere seen and heard of them occasionally, as many have settled near the river's banks. The purser informed us that several parties of them passed in by boats this season. They have generally large families—children of every age up to puberty. One man had his second wife and twenty-three children.

The sun falls, leaving the west in a blaze of glory. Preparations are made for the last night on board. We talk

of old times, and of the "Company" which late ruled all we saw ; compared notes as to the future. Two go to see the beauties of the Saskatchewan. One will renew his acquaintance with the buffaloes. Others will look up locations, quarter sections, town lots, and otherwise seek pleasure and fortune. State-room doors open and shut with "good-night!" The old vessel still puffs on in a wheezy way in the still damp air. We awake in the morning and find we are laid up in the Assiniboine, under the martello towers of the old fort where Scott fell—where Captain Butler played his provoking game of billiards while Riel looked on, and where Wolseley won his laurels.

Our notebook has furnished a means of recreation. Would the indulgent reader see some vacation verses suggested by the scenes we have passed through, and indited as we floated down ?

THE RED RIVER OF THE NORTH.

'Neath high arched skies of clearest sheen,
Sweeping thro' prairies' boundless green,
Where branching elms and poplars throw
Dark shadows on the flood below ;
Through the great rival nations' land,
Uniting them with silver band,
A Queen thou art of wide domain,
Red River of the Northern Plain.

Thy crown is of the azure hue
Of sun-set sky and pearly dew ;
Thy tresses of the ivy made,
Twined with the willows' lighter shade ;

The Bois des Sioux, the small Marais,
Unite to make thy girdle gay ;
The Roseau comes with garlands, fain
To deck the Queen of Northern Plain.

A Naiad Queen—thy bounteous hand
Refreshes oft the parched land ;
The cattle bellow forth thy praise,
The blackbirds laud thee in their lays :
The plover, mallard and wild-goose,
The slow-paced bear, the antler'd moose,
Come, lave and drink, a thankful train,
Queen River of the Northern Plain.

Pray tell us of those ancient men,
The Sioux, the Blackfeet, the Cheyenne,
Whose forms majestic by thy face
Reflected were—a stately race ;
Whose children, as by thee they stand,
Scant remnant of a noble band,
To match their sires will strive in vain ;
Bold rovers of the Northern Plain.

Then tell us of the men who came
In humble guise and holy name,
Who bore the cross, and taught that loss
Was gain, and gain on earth was dross
With H'im before whose sacred throne
The red and white man count as one ;
Good men ! ye sought for heaven to gain,
The wild men of the Northern Plain.

But ah ! my Muse, in shame and tears,
With downcast eyes, of after years
She tells. By lust and lucre nurs'd,
Came wrongs and cruel deeds that curs'd

The land, and made the red man fall
And fade, who had been king of all !
Shall Canada permit the stain
To rest upon the Northern Plain ?

Astrea Muse, thy tears repel,
And of the years approaching tell
“ Fair Queen, thy virgin shores shall be
The home of thousands blest and free,
From despot's rod, from priestcraft's snare ;
Thy waters pure their freight shall bear ;
Long will they laud thy glorious reign,
Queen River of the Northern Plain.”

NOTE.—The Bois des Sioux, Marais and Roseau are three of the many rivers that drain the northern part of this immense prairie and fall into the Red River.

CHAPTER IV.

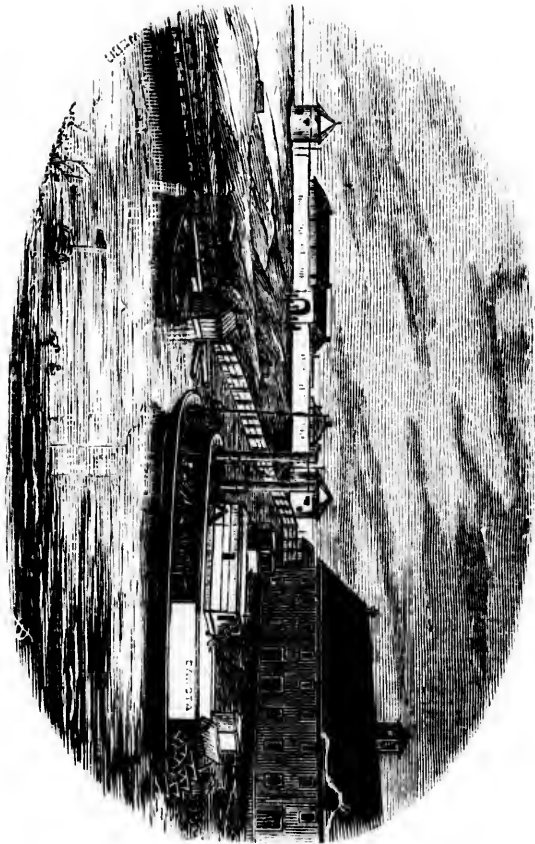
WINNIPEG—FORT GARRY—CITY AND PEOPLE—THE BARRACKS—FORT OSBORNE—HUDSON BAY COMPANY RESERVE—A GALA DAY—WINNIPEG INSTITUTIONS AND ENVIRONS—ARTESIAN WELLS—WATER WORKS—ILLUSTRATIONS—GARRY PETS—TRAIN DOGS—DEER LODGE—SILVER HEIGHTS—INDIANS, CARTS AND SHAGYNAPPI—POLICE—PLAN OF CITY.

THE Old Fort faces the Assiniboine just before its junction with the Red River. We are under the shadow of high stone walls, seamed with cracks, and evidently of no modern origin. They form a rectangle of five hundred and ten feet in breadth, and six hundred feet long. A gateway opens in the middle of the wall facing the Assiniboine; through this we see a grass plot, having at its further extremity a two-and-a-half storied house, with stairs ascending from the exterior to the second story; on each side are four wooden houses, some of old logs axe-hewn, others clapboarded. Each corner of the enclosure is guarded by a round stone tower. These were erected in 1840. Passing to the east side we find a store, which opens to Garry or Main Street, and is filled with goods of every variety, from fierce hunting and bowie-knives, many-barrelled pistols and rifles, to pretty articles for ladies' toilets and boudoirs. This store has been thus opened to the street since Riel ruled. Then the eastern side was all closed in by the high wall, made of hewn pine logs laid

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THE LANDING AT FORT GARRY, ON THE ASSINIBOINE.



Opposite p. 14

horizontally, which encloses now from this store to the tower on the north-west corner the newer part of the fort, which was so enlarged about 1850. These logs show the tooth of time, which has eaten holes in many to their centres into which the hand could be pushed. Here and there we see where the red man's lead has pierced the wood. At this side, too, fell, after a mock trial, Thomas Scott on the 4th of March, 1870, pierced, but not killed, by rebel bullets. His body was placed within a rude coffin and carried within the fort. His friends asked for it and were refused, and why? Because the assassins had done their work so unskilfully that the man still spoke in his coffin, and so continued till night fell—then the knife ended his torture. Chains taken from the fort were placed around the coffin; Dr. Schultz's stolen cutter was used as a hearse; Riel's minions in this carried the remains down the Red River to where the Seine joins it in St. Boniface, and pushed it through a hole in the ice to its last resting-place in the deep mud of the river, where doubtless it still lies. On the north side of the fort, facing the city, the wall is the highest. In its centre is a castellated gateway; within is the large frame house formerly occupied by the Governor of the Company, now by the Hon. Alexander Morris, Lieut.-Governor of the Province, and a store-house and offices. Some trees and shrubs surround this, and a large garden; but the grasshoppers were there before me, in contempt of high walls and massive towers. A rental of \$2,000 a year is paid to the Company for that part of these pre-

mises occupied by the Lieutenant-Governor. [Our frontispiece view of the fort shows the sides facing the rivers, and is from a sketch made on the spot by Mr. Verner. The smaller views are from excellent photographs by Mr. S. Duffin, of Winnipeg.] Passing along Main Street, we see on each side many substantial houses, dwellings, offices, stores and warerooms; some of these are of white brick; among such on our left are the Custom House and Dominion Land Office, and Mr. Hespeller's block. A large brick hotel was here erected, but its walls were not sufficiently sunk, and the whole structure will soon have to be taken down. Main Street extends from the fort to Burrows Avenue, a distance of nearly two miles, following in main the Red River, but taking a short cut along the base of the triangle that forms Point Douglas. From the Fort to the Wolsely House, now the Presbyterian College, this street is fairly built up, and the land bordering upon it is held at figures that would astonish those who saw the poor little village of Winnipeg as described by Captain Butler five years ago. The triangle referred to, bounded by Main Street and Red River, holds the old village, and is mostly built upon. The Point Douglas road runs through it from the river westerly, and streets branch off either side of it. West of Main Street the city is also fast filling up with frame houses of all sizes. Every mechanic seems to have his own homestead, however small. First is erected towards the middle of the lot a small house, just sufficient for immediate necessity; in time a two-story addition is added in front, and the part first

erected forms the rear of the completed mansion. Merchants and others who have succeeded well—and there are many such in the city—have erected, or are now erecting, more pretentious and comfortable residences. Many of the stores on Main Street are handsome buildings and well provided—but as happens, especially in new places, where each builds to suit his fancy, present wants, and pocket, there is no uniformity in size or proportions. This time may remedy. Some of the surveys are unsymmetrical and have lots, even in outlying parts, absurdly small in proportion. This might well be provided against by legislation. One of the finest of the recently erected stores is that of J. H. Ashdown & Co. The building is 72 x 28 feet, three stories high, and is built of the handsome light-coloured brick of Manitoba, with stone basement, the cornices, window caps, &c., being of galvanized iron. The materials used in the building were procured in Manitoba, at a cost of some \$15,000. The principal of the firm, Mr. J. H. Ashdown, arrived in Manitoba, previous to the Red River rebellion, with scarcely any capital. The stock contained in the building is valued at about \$50,000 and keeps fourteen salesmen and workmen fully employed.

We will only mention further among the brick buildings, the Ontario Bank, Merchants' Bank, the store of the Hon. A. G. B. Bannatyne, the new Post Office, and the stores of Dr. Schultz, Mr. McMicken, and Higgins & Young, and residence of the Chief Justice. So great has been the demand for places of business that many buildings in the

young city have already, say by three or four years' rental, or even less, repaid their total cost to their owners.

Main Street has a plank sidewalk from the Fort to Burrows Avenue ; is graded, surface drained, but insufficiently so, and supplied in many places with water cisterns, to use in case of fire. The city has several hotels and far too many saloons. The chief hotels are the Grand Central and the Exchange.

Turn we again ; and following, as the sun is setting, the strains of music, pass to Fort Osborne, on the banks of the Assiniboine, we find that the strains proceed from a band of some fifteen performers, regimentaled in the uniform of Canadian Militia, standing in the parade ground of an enclosure, in which we see a sergeant putting his squad through evening drill, and a lot of jolly fellows playing football, and are kindly welcomed by some young Canadian officers, among whom we may mention Captain Herchner and Lieutenant Nash. The enclosure is surrounded by a high white fence, and on each side of the parade ground within are half-a-dozen neat wooden buildings, forming the officers' and men's quarters, stables, etc. About one hundred officers and men were here stationed, including a battery of artillery. The time of half of the men was about expiring, and a like number recruited in "Canada," as the older Provinces are called in Manitoba, have just come through by the Dawson road to take their places, making the trip from Fort William in six days, the soldiers having aided much in working their passage. Behind the barracks, Colony Creek runs down to the As-

siniboine, and beyond it is a wind-mill with sails set. We saw several others round the country, but most of them have been dismantled and their machinery taken farther West, steam mills here taking their places.

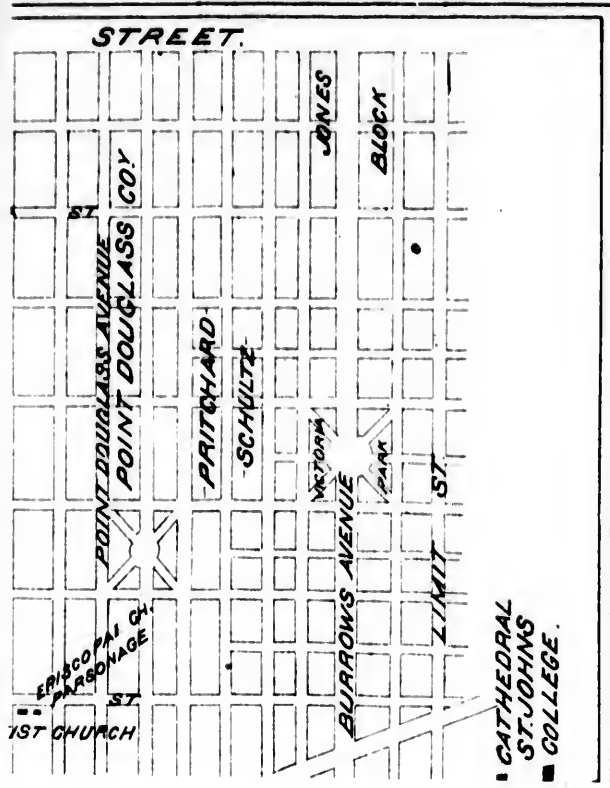
Between the barracks and the heart of the city is a large tract—a square through which, on the city map, we find that ten streets run from north to south, and five crossing these. It contains twelve hundred lots, of which we think quite one thousand are vacant; yet the city is spreading out in other directions, and even along the Portage road, beyond this tract. This seems anomalous. Let us ask the cause. We are told, "Oh, that is the Hudson Bay Company's property—they ask more than other proprietors; in fact, value their lots as highly as good residence property in Toronto, and annex terms as to improvements; so people buy and build elsewhere. Such is the present apparent state of affairs. The patent deed to "the Governor and Company of Adventurers of England trading into the Hudson's Bay" (the Company's corporate name), conveying this 450 acres of land between the Assiniboine and Red Rivers, is dated 5th June, 1873, and is made pursuant to the Order in Council of June 23rd, 1870, whereby the North-west Territory and Rupert's Land were admitted into the Dominion. At an auction sale of lots in their reserve west of Main street, on October 15th, 1874, the Company sold fifty-eight building lots for \$25,695.

Some irritation exists in the Province at the generous manner in which the great Company was treated, and the

alleged arbitrary manner in which they hold these lands in the centre of a growing population, and other lands round every fort or trading post, and a slice out of every township; but more of this hereafter. The Portage road was being graded diagonally across this tract from the main street, cutting up the lots as laid out. The Company are in litigation with the city as to this. Other "Company" grievances are heard of, but they are of local importance.

The 17th of August, 1875, was a gala day in Garry, when its beauty and its chivalry, including the Masonic and Orange fraternities and firemen, in full regalia, assembled at the laying of the corner stone of the city market. In the absence of the Governor—off to treaty with Indians, but from whom a congratulatory letter was read by Mayor Kennedy, and received with applause, for His Excellency is deservedly held in much popular esteem by all—Chief Justice Wood was called on for a speech, and we had the pleasure of hearing his "big thunder" in the young prairie city. Well did he refer to the wonderful growth, prosperity and future of Manitoba, and its one city, Winnipeg; to the rivers that flowed by, and the beautiful and great lake into which their waters enter—one and a half times as large as Lake Ontario. He showed that Winnipeg was at once the geographical centre of Manitoba and the commercial and political hub of the Nor'-west, and predicted its future greatness. Excellent speeches were also made by the Premier, Mr. Davis, and that good friend of Manitoba, Mr. J. W. Taylor, United States Consul at Winnipeg. Near this spot is the

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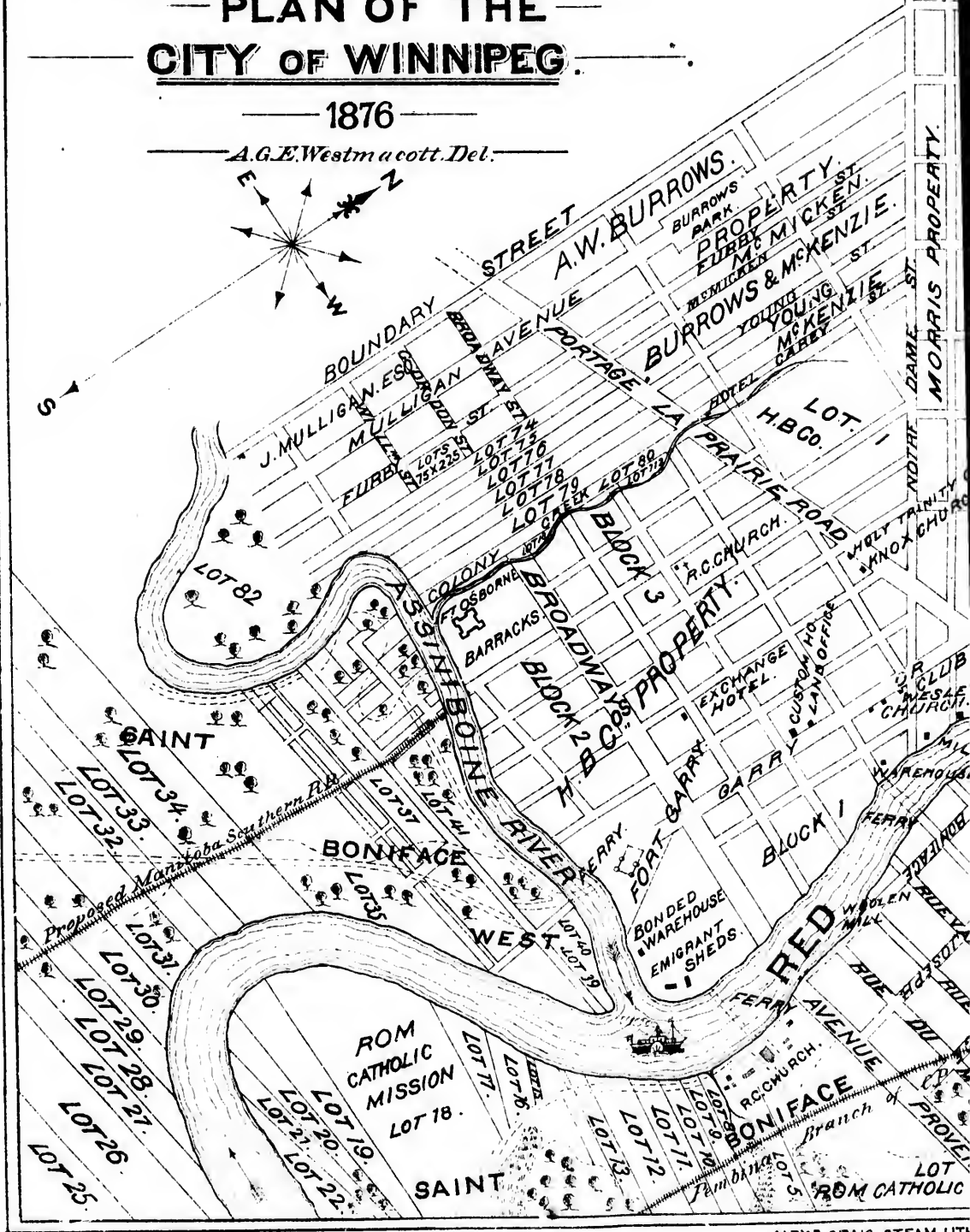
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"THE PRAIRIE PROVINCE"

— PLAN OF THE — CITY OF WINNIPEG.

1876

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frame building used for Court-house, Gaol, and Parliament House. The city is much in need of better accommodation for all these purposes. Here we saw a tall, well-looking French half-breed, Ambroise Lepine, Riel's Adjutant-General, undergoing, with some impatience, the sentence of imprisonment for his share in the Scott tragedy, and refusing to live in banishment, or to accept the terms on which alone he can regain his political status. In the next cell were two Americans awaiting extradition on a charge of murder.

On Sunday Winnipeg is remarkably quiet and orderly. In the early morning, the St. Boniface ferry is loaded with well dressed French-speaking folk on their way to mass at St. Boniface. The other denominations have each their church edifice in the town. There are many public and private schools, and a Young Men's Christian Association, with free reading-rooms. Several newspapers—among them the *Free Press*, a daily and weekly, and the *Standard* a weekly—are ably conducted. The gentlemen of the city have a club, where we had the pleasure of meeting and forming the acquaintance of several of the merchants, lawyers, and legislators of the Province. Winnipeg is a city—the only city of the Province—and has its Civic Council; and that worthy body, following the fashion of its more eastern prototypes, spends more time in personal bickerings and disputes than in legislating for the public weal, yet it is gradually working out a system of fire protection, drainage, and other needed improvements. Blue-coated police parade the streets. Society, too, has its

cliques and coteries, up-town and down-town divisions. A main cause of differences is the rancour still existing from the effects of the Riel rebellion and Scott tragedy. The assessors' rolls for 1875 show about 2,000 males and 1,000 females as real estate owners; many are non-residents. The population of the city numbers about 6,000 souls.

In 1875 the value of real property was...	\$1,808,567
" " personal " "	... 801,212
Total assessment.....	\$2,609,719

Protestant heads of families, 1,003; Catholic heads of families, 145.

Among the heaviest ratepayers were the following, assessed for real and personal property:—Hudson's Bay Company, \$595,000; Hon. Mr. Bannatyne, \$84,000; Mr. McDermott, \$78,876; Mr. Macaulay, \$44,500; Mr. Alex. Logan, \$53,000.

The water supply is generally obtained from the rivers, delivered at the houses in barrels drawn by mules or oxen. Wells, unless sunk to the rock, are alkaline. In many places flowing wells of excellent water exist. To make such, the ground is bored for a depth of from 25 to 100 feet; then rock is met, and below it is a sandy bed holding good water. The well must be tubed round to prevent alkaline infiltration. When so completed the water rises in abundance to within a few feet of the surface. Such a well has just been sunk at the new penitentiary on Stony Mountain. At a depth of 100 feet rock was

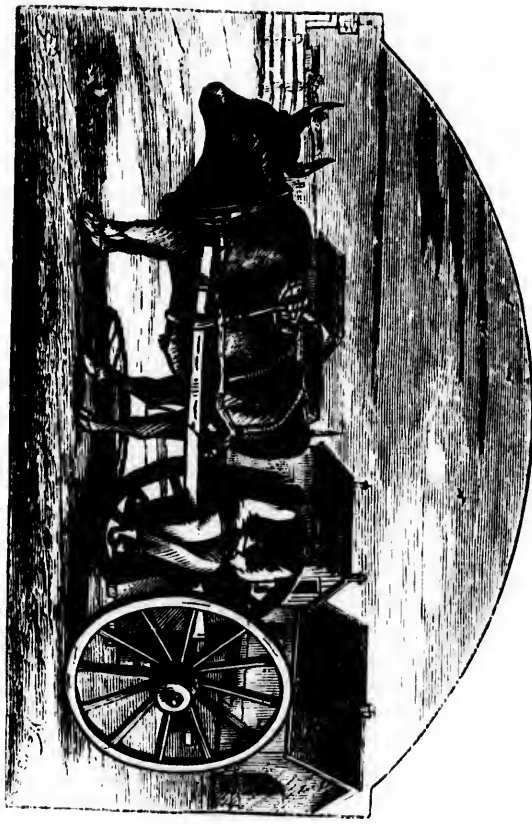
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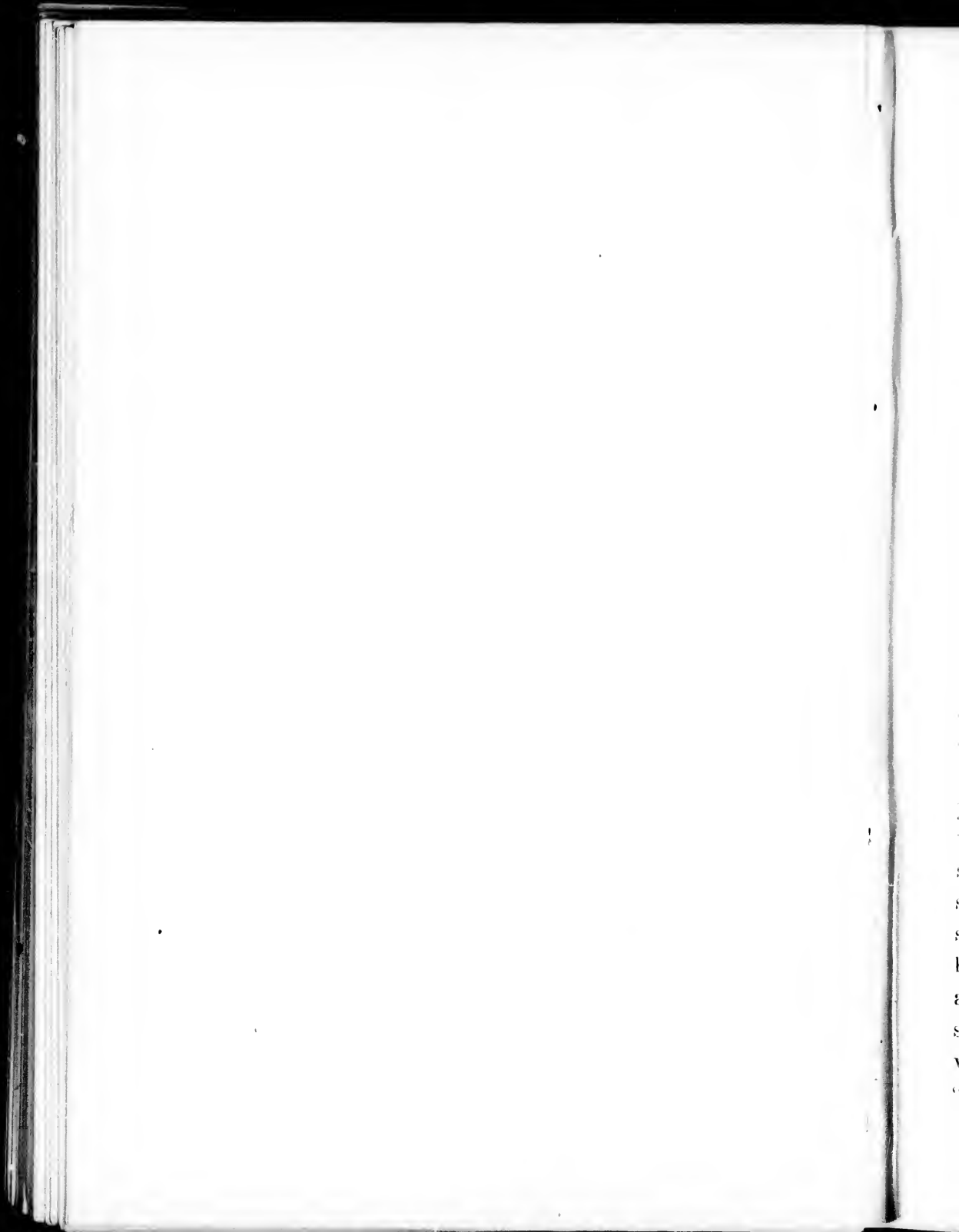
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WINNIPEG "WATER WORKS."



Opposite p. 42.



thrown up which Professor Ames pronounced to be Silurian. It has distinct traces of ocean shells and crustaceæ imbedded in it, and is one of the many proofs that ages ago this valley was the bed of the ocean, and has been upheaved by volcanic agency.

Dr. Owen, so long ago as 1848, described Lower Silurian limestone as found at the Stone Fort, and in his Report to the American Government gave an extensive list of fossils imbedded in it.

A continuous stream of the purest water lately rose from a spot in the river's bank at Point Douglas, when the railway engineers were boring to find a proper bottom for the proposed bridge across Red River.

Besides the wild men from the plains, we see, here and there, other former denizens of the wilds—the pets of Garry. In the half acre attached to the Ontario Bank is a pretty red doe. Young black bears are often seen chained in the gardens. Foxes peep from their holes, but run in as far as the cord will allow as we approach. A young cinnamon Bruin has his lair behind one of the warehouses. A pair of Buffalo calves were expected in soon by one of the traders. Every house of any pretensions has its show of stuffed birds, skins and horns. In some the only carpets are the soft furs of bear, wolf, buffalo, mink, and badger. The priests at St. Boniface are skilled in the curing of birds' skins, and have many specimens. These important-looking big dogs that walk with measured tread which cannot be mistaken, are "train dogs," who, as soon as the snow falls, will be

harnessed to tobogans with *shagyuappi*, and run with bags of flour, pemmican and the like, many a mile, and at no slow pace. At Prince Arthur we first met a pair of these fellows enjoying their summer holidays with *otium cum dignitate*, but were shown the sled and harness in which they have often gone as far as Duluth and back.

The tobogan is made of sound white birch wood, eight feet long, and shaped like a straight moccasin, with a turn up before and behind, width two feet, with canvas sides some eight inches high, resembling a canoe, but the bottom projects out behind to carry baggage. The harness is of the Dutch species, sufficient for the purpose; the absence of shafts sometimes causes the last dog's hind legs to get into trouble. When all is ready for a start, the dogs, generally four or five to a team, at the driver's order, fall into place, and away they go to distant posts, often travelling fifty miles a day, at a rate of six miles an hour.

The Portage Road, so called because leading towards Portage La Prairie, is of two chains' breadth, and running westerly, passes through a beautiful part of the city and environs, having the verdant banked Assiniboine—whose waters are of much lighter colour than the Red River—on the left. On the right we soon come to the large establishment of Hon. James McKay, called Deer Lodge; the house with double verandah and extensive outbuildings, on the roofs of which are displayed a dozen pairs of antlers of red deer, elk and moose. Mr. McKay is, in physical proportions and politically, one of the most

noted men in the Province : a member of Government, and an Indian Treaty Commissioner, a trader and contractor.

Six miles out are the "Silver Heights," so called as the land rises in beautiful rolling bluffs marked with shining poplar and maple. The plain we drive on is dotted over with many an ox or pony cart and little tent of traders, or servants of the Company, some hundreds of which had gone or were now about to start with winter supplies to far distant posts and stations. Many of them will travel 3,000 miles ere they again tent out here. But here are tepees of different construction and ownership. Two stalwart Indians in their blankets stand at the door of smoke-blackened tents ; one has red leggings ; the other has a tuft of feathers. This is a brave—he has killed his men. Each feather is for a scalp torn off. Another young warrior comes strutting on ; red-leggined, with worked moccasins, and red-handled tomahawk in hand. His squaw follows with a heavy bundle on her back. Papooses—shy little black-eyed fellows—were playing about, some throwing a ball. This was a band of Crees from the Red Hills. The Winnipeg racecourse, a mile in circumference, may be seen from the Portage Road. While all the requirements of civilized, even fashionable life can be obtained, though at enhanced expense, in Garry, we are attracted most by the more romantic part of the place and people—red men and half-breeds ; the former in their well-known blankets over rough European dress ; the latter in European costume, moccasined, driving their pony and ox carts. The Red River cart is *sui generis*, made

wholly of wood ; the hubs, of green timber, are pierced for the spokes ; the latter, of dry oak, are then inserted and soon clasped firmly by the drying hub. No iron, not a nail can be seen in the vehicle. Iron was a heavy and dear article to convey inland. Three years ago a keg of nails cost \$25. It can now be had for \$3.50. No cruel wooden yoke is used, but the ox is harnessed with *shagynappi*—home-made harness of buffalo or ox hide, and collar such as we use for horses. One rein to the horns suffices to guide the patient beast, which moves over the soft prairie with half a ton weight at a quick walk, living only on the grass and water, that grows or runs spontaneously, at each resting-place. No shoes are on either pony or ox. Stony roads would soon ruin the hoofs and shake such vehicles to pieces, but the way of these men is along the river beds and over the yielding sod of the prairie, as it spreads far and wide to the Rocky Mountains. Here we find specimens occasionally of certain free-traders, often Americans, who, for good reasons known to themselves, prefer to keep clear of Uncle Sam's marshals. They have had little difficulties, ending in the shooting and scalping of red skins—or have run off a few ponies—or, being Government agents, have set up a trading post on their own account with goods that poor Lo should have had. These fellows are shyer now of the Queen's possessions than they were before the Mounted Police took possession of the Nor'-west, having first themselves, with patient, hearty labour, built their forts. We hear of the good work and fame of this force on all hands. Open

whiskey traffic with the Indians is stopped on the plains. Both traders and Indians fear and respect the brave three hundred who guard the far Nor'-west.

The preservation of peace and the developement of the Valley of the Saskatchewan and its tributaries depend much on the proper increase and maintenance of this citizen soldiery. But a few months since a large band of marauders lived in free and glorious style at Hoop-up as they styled their den in the Bow River country. They were armed to the teeth and well fortified. Now their fort is deserted, and they are scattered in Montana. Half a score of their number were caught and fined, one in \$500 and three months' imprisonment, and his stock of robes confiscated, at Fort McLeod, for selling liquor to redskins. Three were still awaiting trial. The consciences or love of freedom of their comrades suggested that discretion was the better part of valour, so Hoop-up is empty. None of this force is now stationed within the Province, but is divided between Fort Pelly, Fort McLeod, Carlton, Edmonton, and Cypress Hills.

CHAPTER V.

GEOGRAPHICAL POSITION OF MANITOBA—THREE DIVISIONS—RED RIVER—THE ROSEAU VALLEY—THE ASSINIBOINE—ITS PARISHES—PEMBINA RAILWAY—EMERSON—Mennonite Country and Settlements—POINT DU CHENE—CALEDONIA—MILLBROOK—RAILWAY FROM THUNDER BAY—LAKE WINNIPEG—ICELANDERS—PEGUIS—WHITWOLD—CLANDEBOYE—GRASSMERE—VICTORIA—ROCKWOOD—NEW PENITENTIARY—WOODLANDS—MEADOW LEA—OTHER SETTLEMENTS—PORTAGE LA PRAIRIE—BURNSIDE—WESTBOURNE—PALESTINE—THE DANES—CANAL—FARMING IN MARQUETTE—MESSRS. LYNCH, SHANNON AND OTHERS—RAILWAY—DUFFERIN—WEST LYNNE—BOYNE SETTLEMENT—PEMBINA MOUNTAINS—COAL—DIMENSIONS OF PROVINCE—MODE OF SURVEY—OUR MAP.

THE Province of Manitoba was established on the 23rd of June, 1870, by order of the then Governor-General, Lord Lisgar, in Council, under authority of the Act of the Dominion Parliament passed 12th May, 1870. It lies in the middle of the North American continent, nearly equally distant from the Pole and Equator, and Atlantic and Pacific. Its southern boundary is the northern limit of Minnesota and Dakota, being the parallel of forty-nine degrees north latitude, along which it extends from the ninety-sixth to the ninety-ninth degree of West longitude. In shape a parallelogram, bounded on the north by the parallel of fifty degrees thirty minutes North latitude, which runs through the southern extremities of Lakes Winnipeg and Manitoba. The Red River courses through the Pro-

vince from the southern boundary till it enters Lake Winnipeg at a distance of about forty miles north of the City of Winnipeg, and about one hundred miles from the United States boundary. At the south-eastern extremity the Roseau enters, draining a rich pasture land and connecting Red River with a valuable wooded country, which is generally rich, but much of it will require draining. The Roseau Rapids will afford many excellent mill sites. They extend for a distance of about fifteen miles, through which the stream runs swiftly over a gravelly bed. The Assiniboine, rising in the western territory, winds northerly past the village and English settlement of Portage La Prairie, which has several stores and mills; thence easterly between banks along which are many beautiful spots occupied by old half-breed families, originally from the Selkirk settlement, and by the more modern residences of later settlers. It so winds through the parishes of High Bluff, Poplar Point, Baie St. Paul, Francois Xavier, Headingly, St. Charles and St. James, till it joins the Red River at Fort Garry. Near Pigeon Lake is, as described in Mr. Shantz's narrative, the Hudson Bay Company's post, known as "White Horse Post," where they carried on farming on an extensive scale, 9,870 bushels of grain having been raised in 1871 on two hundred and ninety acres of land. The Company also then maintained here about 500 head of cattle. The Province is by these rivers divided into three sections.

FIRST DIVISION.

The first is that east of the Red River, with the fast growing town of Emerson at its south-western corner, through which the Pembina branch of the Pacific Railroad will run. Capital and enterprise are here at work. A sale of town lots was had in Winnipeg in December 1875; the number of lots sold was fifty-one, and the prices ran from \$25 to \$57, the average per lot of the entire sale being about \$40. We next pass five townships reserved for French Canadians resident in the United States whom it is proposed to induce to come to Manitoba. Then we come to the Mennonite country—the Rat River Reserve it is called—which begins at a distance of eighteen miles from the southern boundary, in the sixth range of townships east of the river, and extends north and west across the river, there called the Pembina and Scratching River Reserves, embracing in all twenty-five townships. The Mennonites who came in 1874, with the exception of about thirty families, settled on the Rat River Reserve, and a considerable number of the arrivals of last year joined them, so that there are now upon this reserve about five hundred families. The other thirty families settled at Scratching River. The Rat River settlers broke about three thousand acres of land, and sowed the same last spring, but suffered severely from the grasshoppers. The thirty families that settled at Scratching River escaped the grasshoppers and had good crops. The Pembina Reserve has been only recently made, and has upon it about three hundred families. The Mennonites have given the

following names to their settlements, viz. :—Blumenhof, Hochfeld, Blumenort, Bergthal, Schönthal, Chorlitz, Rosenthal, Tannenau, Steinbach, Grünfeld, Schönweise, Steinrich. Four other villages are not yet named. The nearest of the above, Schönthal, is twenty-five miles; the farthest, Steinrich, is thirty-three miles south-east from Winnipeg. Passing northerly, we cross the little River Seine, which doubtless received its name, Seine River, or German Creek, from the hardy old continental soldiers who followed Lord Selkirk to this region, and which flows past the village of Point de Chênes, north-westerly, through a rich soil, of which a large portion requires to be drained, and enters Red River below St. Boniface. Caledonia is a flourishing settlement of nearly one hundred souls, three miles north of Point de Chênes, and twenty-eight from Winnipeg, on the Dawson Road, with a good supply of growing wood for all purposes. Ten miles from this is the yet younger Millbrook settlement. The railway from Thunder Bay will pass through the northern half of the section of the Province in which we now are on its way to cross the Red River below Sugar Point.

SECOND DIVISION.

The second geographical division is that west of Red River and north of the Assiniboine, through five townships of which the railway must also pass on its course by the Narrows of Lake Manitoba to the Saskatchewan Valley.

In the north-east corner of this, on the banks of Lake

Winnipeg, is the Icelandic settlement, which includes Great Black Island.

The Icelanders, as might be expected, require to be situated on the shores of an expanse of water. Here they will be congregated in long narrow villages close to and parallel with the shore, for convenience of fishing, boating, &c., having their farming and pasture lands in the rear, which latter, respectively, it is presumed, will be held, more or less, by each community or village in common, as we learn from the Report of Surveyor-General Dennis. It is hoped that this branch of a hardy and intelligent race will do justice to the good character given them by Lord Dufferin in his interesting "Letters from High Latitudes." They are said, indeed, thoroughly to enjoy and appreciate the advantages afforded to them on Canadian soil, and though not so well provided at the outset as the Mennonites, are equally welcome. The first instalment was of three hundred who arrived in October, 1875, and proceeded to their locations. The shore plot assigned them consists of a double row of lots, each lot 300 feet square with a road allowance or street along in front and rear, with cross streets (between lots) connecting these at convenient distances.

Near the Lake, in the parish of St. Peter's, now called Dynevor, is laid out the prospective town of Peguis, so called in honour of a former Chief of the Swampy Crees. South-west of this are Whitewold and Clandeboye. The central portion contains the fine and rapidly filling townships of Grassmere, Greenwood, Rockwood, Victoria,

Woodlands and Meadow Lea. In Rockwood is Stony Mountain, "It is," says Professor Hind, writing in 1858, "a limestone island of Silurian age, having escaped the denuding forces which excavated the Red River valley."

* * * "Viewed from a distance Stony Mountain requires little effort to recall the time when the shallow waters of a former extension of Lake Winnipeg, washed the beach on its flank, or threw up as they gradually receded, ridge after ridge, over the level floor of the lake, where now are to be found wide and beautiful prairies covered with a rich profusion of long grass." The mountain is of some fifteen hundred acres in extent, raised by gradual ascent till its highest part is sixty feet above the plains. About one-fifth of this area is the government reserve of well-wooded land, known as Stony Mountain Park. The new Provincial Penitentiary is erected on a bluff surrounded by the park. It is of white brick, which is seen on the plain for many miles, the foundation is of native limestone, the plan and arrangements are similar to those of the Toronto Central Prison. The atmosphere is here clear and bracing on the warmest summer day. The view is extensive and varied. "From the roof," says a recent visitor, "may be seen the city of Winnipeg looking immense in its long stretch of Main Street, and scarcely broken from the parishes of St. Boniface, St. James and St. Charles, St. John and Kildonan, and St. Paul, as they stretch on either side in an unbroken line of dwellings along the Assiniboine and Red Rivers, while in other directions may be discovered the home-

steads of Grassmere, Rockwood and Victoria, hanging out from the woodlands over the Prairie for miles."

North-west from Portage La Prairie are the settlements of Burnside, Westbourne, Woodside, Totogan and Palestine, and some townships reserved for Danish immigrants on the borders of Lake Manitoba, Portage Creek and the stream running through swampy land a few miles east of it, called Rat Creek, are said to have sometimes at high water actually connected the Assiniboine and Lake Manitoba, which is less than fifty feet above the level of Lake Winnipeg, and twenty-six miles from the Assiniboine. Government has caused a survey to be made, for the purpose of testing the practicability of here joining these waters; and Mr. Hermon, P.L.S., reports their relative level to be such as to admit of turning those of Lake Manitoba into the Assiniboine. To regulate its depth and for the creation of water power—both objects of great importance—Mr. H. B. Smith, C.E., proposes that a ship canal of seven feet in depth and having a breadth at bottom of 100 feet, be cut, with an average grade of six feet three inches in the mile. A dam would also be laid across Partridge Crop River, the only outlet of the Lake, to raise its surface. This would elevate the lake and river surfaces three feet. The cost of canal and locks is estimated at \$878,400. At present the navigation of the Assiniboine is impossible at low water, owing to rapids at a few miles from Winnipeg, and to occasional rocky and sand shoals and large boulders; but at high water Red River steamers have ascended as far as the

Portage. The stream is winding and slow in its course, and so suffers from evaporation and absorption that its volume is larger beyond the Province limits than at its confluence with Red River. It was through the region between Lake Manitoba and Red River that the first trial survey of the Pacific Railway ran, and many too confidently invested here largely in wild lands, which have as yet brought no return to speculative purchasers, as the track is to run through the firm bottom said to exist at the "Narrows" of the Lake, and no sufficient demand has yet arisen to make these lands saleable. Such lands will, however, ere long find a market, as this region between Lake Manitoba and the Assiniboine River is being rapidly brought under cultivation. Some of the settlers in this neighbourhood had last year considerable crops, producing on the average twenty to twenty-five bushels per acre (after feeding the grasshoppers), for which they received highly remunerative prices: oats commanding \$1 per bushel; wheat, \$1 50 to \$1 75; barley, \$1 50 to \$2; and potatoes, 75 cents. The returns of the hired threshing machines, as we learn from a late number of the *Free Press*, show the entire crop of the County of Marquette to be about 40,000 bushels in 1875.

In the neighbourhood of Lake Manitoba some of the leading farmers are gathering valuable herds together, and the more enterprising of them are already reaping considerable advantage from investments made a few years ago in the importation of thorough-bred bulls. Of these, Mr. Walter Lynch was among the most prominent. Some

of his sales have been remarkably good, considering the circumstances; such as a heifer calf at \$300 and eight bull calves at about an average of \$150 each. He has in yard still, we believe, seven cows and six calves, all the product of one Durham bull and three cows imported in 1872.

Messrs. Shannon, Newcome, and others in this neighbourhood also have considerable herds of grade cattle.

Messrs. Hugh Grant, K. McKenzie, M.P.P., Hon. Mr. Ogiltree, Paschall Breland, of White Horse Plains; Thos. Lumsden, of St. Francois Xavier; John Taylor, M.P.P.; W. Tait and W. B. Hall, of Headingly, and John F. Grant, of St. Charles, are also extensive farmers and breeders of horses and cattle. It may be mentioned that it was at this village of Headingly that the strange career of the so-called Lord Gordon, or Lord Glencairn, ended in 1874. After perpetrating enormous frauds in England and the States, and almost causing an international squabble, he was arrested here by Alexander Munro, a Toronto detective. The story entitled "Glencairn: a Dramatic Story in Three Acts," is told in *Chambers's Journal* for November, 1875, and ends thus. Munro says:—

"I told him that I had come to arrest him, and that I had a warrant. He asked if it was another case of kidnapping, and I said it was not, but everything regular, and I showed him the warrant. He said it was all right, and, just glancing at it, professed himself ready to go; only he wished to be allowed to put on warmer clothes. He got dressed, and was all ready to go, with the excep-

tion of a Scotch cap, which he wished to get from the bedroom. I closely followed him. On entering the bedroom he laid hold of a loaded pistol, and, declaring that he would not move a step further, he put the pistol to his head. I made a rush to prevent his shooting, but it was too late. He pulled the trigger and shot himself through the head. He sank down and died almost immediately."

The author, who is Dr. W. Chambers, in concluding this drama of real life, says:—

"In none of the printed proceedings or elsewhere is there a scrap of intelligence concerning the real name or the relatives of this remarkable person. No one seems to know who or what he was, who were his parents, or where he was born. He altogether remains a mystery. It would be curious to know if any one lamented his lost opportunities of well-doing or mourned his deplorable fate."

THIRD DIVISION.

The third division of the Province is that west of the Red and south of the Assiniboine Rivers, having at its south-easterly extremity the villages of Dufferin and West Lynne ; near its centre, the Boyne settlement, on the River Iles de Bois, of about forty families, who have excellent grain and grass lands ; and west of these, the rolling land called the Pembina Mountains, and the river of the same name. Poplar is here the most abundant tree, though groves of oak are found. "The soil is fertile, though not so deep or inexhaustible as that of the Red River Valley, and rests on a gravelly drift sub-

soil. The rain-fall of this region is probably slightly less than that of the Red River Valley, but appears to be sufficient for agricultural purposes." (Report of Mr. G. M. Dawson to the North-west Boundary Commissioners, 1875, page 288.) It is in this region, and still more in the more western valley of the Souris River, one of the tributaries of the Assiniboine, at a distance of two hundred and fifty miles from Red River, that large deposits of lignite have been found, and it is hoped that ere long the fires of Winnipeg will be hence supplied with fuel in convenient form and at moderate cost.

A charter for a Provincial railway, the "Manitoba Southern," to connect this south-west part of the country with the capital, has already been obtained. If the canal referred to be constructed, the carriage of this fuel will be also facilitated. In one place in the Souris Valley Mr. Dawson found the lignite seven feet three inches in thickness: "The lignite (page 91 of the Report referred to) is continuously visible for at least two hundred feet along the face of the bank, and seems to preserve uniformity of character and thickness. It is quite black on freshly fractured surfaces, and in many places the structure of the original wood is still quite discernible." On the opposite side of the same river valley, and elsewhere along the stream, seams of lignite of good quality are described in the same Report, which continues thus: "The whole of these deposits, though in some places showing a dip amounting to a few degrees in one direction or other, appear to have no determinate direction of inclination,

but over large areas to be as nearly as possible horizontal." This coal region will be nearer to Red River, and probably of more convenient access, than the great beds of coal well known to exist in the Saskatchewan Valley.

The various streams that course through the Province and flow into its two main arteries have been referred to in this or in other parts of this narrative. They are invaluable to the agriculturist and breeder of cattle. Their banks are covered with verdure, and their course may be marked by the winding lines of trees and shrubs that spring up on either side.

In dimensions, the Province measures from the United States line to its northern boundary 102 miles ; from east to west it is 120 miles. Its total area is of about 13,900 square miles, or nearly nine millions of acres. Proposals have been made for enlargement to the north and on either side, but no definite arrangement for this end has yet been agreed on.

To facilitate an understanding of the Map, we may say the lands, as surveyed, are laid off in quadrilateral townships containing thirty-six sections of one mile square in each, together with road allowances of one chain and fifty links in width between all townships and sections.

The townships are numbered consecutively from one to seventeen, from the southern boundary northerly. Ranges of townships, each six miles broad, are numbered east and west respectively, from the "principal Meridian," which will be seen on the Map to enter the Province at a distance of about ten miles west from Pembina, and thence

pass up till it crosses the boundary line between the two lakes. The mode of division is simple and convenient.

The Diagram on the map shows how each township is laid out in sections, and how they are numbered.

As soon as a new settlement is formed, the neighbours gather together and choose a name, which, being communicated to the Land Office, is generally adopted as that of the township; thus township 14, in the fourth range east, became, at the request of the Messrs. Muckle and Gunn, Clandeboye; and another twelve miles further north, Whitewold. Millbrook is the last which has thus been christened, and is eighteen miles east from Winnipeg, in the sixth range.

There are three Government Land Offices, viz., at Winnipeg, Westbourne and Emerson, where all necessary information, including lists of lands open for sale or settlement, may be obtained. Offices for the registration of deeds are established, and the system of land conveyance is, like that in Ontario, simple and inexpensive.

The homesteads entered in the Province till the end of 1874 numbered 2,537, of which 283 were entered in 1872, 878 in 1873, and 1,376 in 1874, representing 405,920 acres. Notwithstanding the grasshopper plague of the last summer, 500 homestead entries, representing 80,000 acres, were made in Manitoba up to the end of October, 1875; pre-emption entries, in connection with homesteads, of 61,500 acres were made; 5,000 acres were sold for cash, and 17,000 were disposed of under military bounty warrants. Lands which have been reserved in favour of

certain companies, on condition of early settlement, are shewn on the map. Some being within others beyond the present limits of the Province.

To summarize : the settlements formed in and near the Province, and named as above since Confederation, not including those of the Mennonites, Danes and Icelanders, in each land district, with the agents' names, are as follows:—

DISTRICT No. 1.—WINNIPEG.

DONALD CODD, *Agent.*

SETTLEMENTS.

Township 14—Range	1 W	.....	Argyle.
“ 8	1 E & W	.....	Riviere Sale.
“ 13	1 E	.....	Grassmere.
“ 13	2 E	.....	Rockwood.
“ 12	2 W	.....	Union.
“ 14	2 E	.....	Victoria.
“ 15	2 E	.....	Greenwood.
“ 16	2 E	.....	Dundas.
“ 9	4 E	.....	Prairie Grove.
“ 10	5 E	.....	Plympton.
“ 11	4 E	.....	Springfield.
“ 11	5 E	.....	Sunnyside.
“ 10	6 E	.....	Millbrook.
“ 10	7 E	.....	Richland.
“ 12	6 E	.....	Cook's Creek.
“ 17	4 E	.....	Whitewold.
“ 14	2 W	.....	Woodlands.
“ 13	2 W	.....	Meadow Lea.
“ 13	3 W	.....	Poplar Heights.
“ 13	4 W	.....	Ossowo.
“ 16	3 & 4 W	.....	Simonet.
“ 17	3 & 4 W	.....	Belcourt.
“ 12	5 W	.....	Melbourne.
“ 14	4 E	.....	Clandeboye.

THE PRAIRIE PROVINCE.

Township 15—Range	2 W	.....	Fivehead.
“ 14 “	1 E	.....	Brant.

DISTRICT No. 2—DUFFERIN.

GEO. NEWCOMB, *Agent*.*Emerson P.O.*

SETTLEMENTS.

Township 1—Range	2 E	.....	Dufferin.
“ 7 “	6 E	.....	Clear Spring.
“ 6 “	4 & 5 W	.....	Boyne.
“ 3 “	2 E	.....	Almonte.
“ 1 “	3 E	.....	Hudson.
“ 2 “	3 E	.....	Franklin.
“ 1 “	4 E	.....	Belcher.
“ 2 “	4 E	.....	Parry.
“ 3 “	1 E	.....	White Haven.
“ 2 “	2 E	.....	Marnis.
“ 3 “	3 E	.....	Mellwood.

DISTRICT No. 3.—WESTBOURNE.

A. MILLS, *Agent*.

SETTLEMENTS.

Township 12—Range	8 W	.....	Burnside.
“ 13 & 14 “	9 W	.....	Westbourne.
“ 13 “	11 W	.....	Golden Stream.
“ 14 “	9 W	.....	Totogan.
“ 14 “	10 W	.....	Woodside.
“ 14 “	11 W	.....	Palestine.
“ 15 “	14 W	.....	Beautiful Plain.
“ 14 “	12 W	.....	Livingstone.

Mr. Donald Codd is General Agent for Dominion

Lands, both in this Province and the North-West Territory.

Our Map has been carefully framed from the most recent and reliable sources. Our readers are referred to it for other geographical details in regard to the Province.

We beg here to acknowledge the kindness of Surveyor-General Dennis, who has given us much reliable information regarding land and other matters in Manitoba.

CHAPTER VI.

INDIANS AND HALF-BREEDS—TREATIES AND RESERVES—GOVERNOR MORRIS AND COMMISSIONERS—A NATIONAL GRIEVANCE—CREE AND SAULTEAUX ORATORS—THE QU'APPELLE TREATY—GRAND RESULT—PROSPECTS OF THE INDIANS—REV. MR. MCDUGALL AT BOW RIVER—HIS DEATH—THE SIOUX—HALF-BREEDS, HOW DEALT WITH—COMMISSIONERS—NUMBER, RELIGION AND PROSPECTS OF THE METIS — OPINIONS OF MR. MACHAR AND OTHERS — BUFFALO HUNTING.

WHEN the famous bargain was made, in 1870, between the Imperial and Canadian Governments and the Hudson Bay Company, which, in so far as that corporation's questionable title was concerned, added three millions of square miles to the area of the Dominion, it was not an estate without incumbrance that we got.

The Company still retained their forts, trading posts, and certain important reserves; and as to the twentieth part of each township, we had to settle the claims of the Indian owners, survey, and then hand it over in fee to the Company. The rights of old settlers under agreements with the Company were also respected and confirmed, and, indeed, in many cases much enlarged. These were mainly in regard to farms facing the Red and Assiniboine rivers. The people of mixed blood then raised further claims. Their half-brothers, the Indians, had also a paramount title which none disputed. The

efforts of the Government have been unceasing in examining and disposing of all these claims, and, thus far, marked with eminent success. Let us first refer to the Indians. The first treaty made with them since Lord Selkirk induced the Crees and Chippewas to cede the "Old Settlers' Belt," in 1817, was effected by Governor Archibald in 1871, and included a large Province of Manitoba. The Indians dealt with were 3,374 of the last-named tribes. Next, a great tract lying north and west of the Province, and inhabited by less than 1,000 Chippewas, was ceded. On the 3rd of October, 1873, a third treaty was made at the north-west angle of the Lake of the Woods with the Saulteaux tribe of Ojibways, inhabiting the country between Manitoba and Ontario, said to number 3,000. By this treaty 55,000 square miles, now forming the Kewatin District, were secured for settlement, railway and lumbering purposes. This was most important, as the railway to connect Thunder Bay and Red River will pass through this region; so does also the Dawson route. It has most valuable timber and mineral deposits, which are thus opened to enterprise. On the 15th of September, 1874, a fourth treaty was made at Qu'Appelle Lakes, by which 75,000 square miles were ceded. The Indians concerned were about 3,000 Crees, Saulteaux and mixed breeds. The lands in this treaty extend from those in the second treaty to the South Saskatchewan River and Cypress Hills on the west, the Red Deer River on the north, and the United States boundary on the south.

By a fifth treaty, made in the fall of 1875, the Indian title to the territory east of Lake Winnipegosis, and on either side of Lake Winnipeg, has been extinguished. The Governor and party making this treaty went from the Stone Fort through Lake Winnipeg in October. We take the following from his Report :—"The journey is of interest, as having been the first occasion on which a steam vessel entered the waters of 'Berens River' and of the 'Nelson River,' the waters of which river fall into the Hudson Bay, and as having demonstrated the practicability of direct steam navigation through a distance of 360 miles from the City of Winnipeg to 'Norway House.' I may mention here that the prevalence of timber suitable for fuel and building purposes, of lime and sandstone, of much good soil, and natural hay lands on the west shore of the Lake, together with the great abundance of white fish, sturgeon and other fish in the Lake, will ensure, ere long, a large settlement." As the lands lying between those in the third treaty and the Province of Ontario were granted previously, it will be seen that in the immense tract of the North-West, from Thunder Bay to Cypress Hills, with Manitoba in the centre, the Indians have been peaceably dealt with, and little or no cause of uneasiness need be feared from them. On the contrary, they will be found, whether hunting, acting as guides, wandering over the plains, or on their reserves learning the arts of civilization, while fairly dealt with, and paid their annual allowances honestly, the friends of the white population. It is certainly matter for congratulation that this great and

valuable territory, more extensive in area than many European States, has been thus happily incorporated with the older provinces of the Dominion.*

In negotiating treaties, the Lieutenant-Governor is the chief commissioner. He is generally accompanied by Hon. Mr. Christie, Mr. S. J. Dawson, or Col. J. A. N. Provencher, Indian Commissioner in Manitoba, instructed direct from Ottawa, and by some half-breed gentlemen, such as Hon. James McKay, Mr. Charles Nolin, and Mr. Pierre Levallier, who can speak the languages, and have had frequent dealings with the aborigines. A company of troops from Fort Osborne, at Winnipeg, go as escort. The red man takes a long time to talk, retire, hold council, and pow-wow before he can be brought to terms. The items of former treaties are known and discussed all over the territory. Debates in Parliament, and controversies as to them in the leading papers, are carried to the chiefs by their educated half-breed friends, and the orators of the aborigines come prepared with data to support argument.

The terms of the treaty being agreed on, are reduced to writing, explained to the recognised chiefs of bands by interpreters, and signed by all concerned. That made at the North-West Angle is so signed by Kee-ta-kay-pi-nais and twenty-three brother chiefs, all making their marks. The Indians sometimes evince a brotherly regard for their

* Since the first four treaties were made, it has been discovered that the tribes dealt with were larger than then supposed, and an addition of one-fifth may be made to the numbers stated.

half-breed relations, and stipulate that hunting ground privileges be secured by treaty to them. At the Qu'Appelle negotiations, these Cree and Saulteaux children of the plains showed that they had been considering the Hudson Bay Company's affairs, and found as much difficulty to understand why they got the £300,000 from Canada as many of our readers have experienced. It was, in fact, their national grievance. "They claimed," says Governor Morris, "that the sum paid to the Company should be paid to them." He adds that he explained the nature of the arrangement with the Company, and their further demand, also objected to, for a valuable reserve in the territory of these tribes. It appears that the pow-wow was then adjourned, and that it took three days after his Honour's explanations were given for these simple folk to discuss and understand British justice. We can imagine the earnest bands collecting by their tent fires at the Calling Waters, harangued by the Cree chief, "Loud Voice," and the Saulteaux Mee-may, on the same theme as had been discussed by our statesmen at Westminster and Ottawa ten years ago. The Crees for a time refused to treat, but the Saulteaux were more good-natured and came to terms.

The commissioners congratulated themselves that they had a good escort under Colonel Osborne Smith. They were far from home, surrounded by many hundred barbarians in their native wilds, each tribe jealous of the other. The Crees were very cross, and showed knives and pistols; but at last, influenced by example, and by

half-breeds favourable to the Company, they also by their chiefs joined in the indenture.

In an interesting narrative* by an eye-witness of these proceedings, we gather the following as to the main point discussed; the Indians said, "A year ago these people (the Company) drew lines and measured and marked the land as their own—why was this? We own the land, the Manitou gave it to us. There was no bargain; they stole from us and now they steal from you. When they were small the Indians treated them with love and kindness; now there is no withstanding them, they are first in everything." Governor Morris asked, "Who made all men?—the Manitou. It is not stealing to make use of His gifts." The Indian Pah-tah-kay-we-nin, replied thus beautifully, "True, even I, a child, know that God gives us land in different places, and when we meet together as friends, we ask from each other and do not quarrel as we do so." Says the narrator, "State policy *not* philanthropy, and that briefly, will effect philanthropy's noblest work—the teeming and hardly used peoples of the Old World will here find a home, their moiety and fee—even as their life—so plain that in the beautiful words of Pah-tah-kay-we-nin, 'Even I who am a little child know that.' It was done, a little crowding—the low-toned voices and laughter of the Indians, a touch of the pen and an empire changed hands!"

The Saulteaux and Ojibways or Chippewas take their

* Notes on the Qu'Appelle Treaty by F. L. Hant, *Canadian Monthly*, March, 1876, page 173.

names from the skill with which they guide canoes—making them *leap* over the rapids.

The scene, when treaty-making is going on, is often highly picturesque and the speeches abound in imagery. We can give space for but one other example. At the conclusion of the treaty at the North-West Angle referred to as related by Governor Morris, Ma-we-do-pi-nias came forward, drew off his glove and spoke as follows :

“ Now you see me stand before you all, what has been done here to-day has been done openly before the Great Spirit, and before the nation, and I hope that I may never hear any one say that this treaty has been done secretly, and now, in closing this Council, I take off my glove, and in giving you my hand, I deliver over my birth-right and lands, and in taking your hand, I hold fast all the promises you have made, and I hope they will last as long as the sun goes round and the water flows.” To which the Governor replied, “ I accept your hand, and with it the lands, and will keep all my promises in the firm belief that the treaty now to be signed will bind the red man and the white man together as friends forever.”

Each treaty provides that one or more reserves, generally of sufficient area to allow a square mile to each family of five, shall be set apart for the tribe ; each chief gets a present of some coveted articles, and about \$25 or so per annum. Each head man receives about \$15 and every other man, woman and child a less sum—also clothing, powder and shot to each band. Each chief receives a flag, and a medal which must not be of base metal or it will

be refused with disdain. Medals so given have descended as heirlooms from father to son for several generations—one such is now said to be held by Pahtahquahong Chase, an hereditary Chief of the Ojibway Nation, and President of the Grand Council of Indians of Ontario, who is a clergyman, and, on a recent visit to Paris, preached in the English chapel. His grandfather received from George III. a silver medal, which has now descended to his grandson. When the Prince of Wales visited Canada, this Chief read to him the address prepared by the Indians. Those who work on their reserves are also given farming implements, seed, and cattle sufficient to start them in husbandry. It is also provided that a school be established in each reserve as soon as it can be practically sustained and attended. The introduction and sale of intoxicating liquors is strictly prohibited.

Some bands, says Colonel Provencher, have made astonishing progress, particularly if we consider the means at their command. One half, at least, of the bands at St. Peter and Pembina, near the Red River, Fort Alexander, on Lake Winnipeg, and Fairford, above the "Narrows" of Lake Manitoba, are at present addicted to agriculture, and are sufficiently civilized to warrant us in believing that in fifteen or twenty years they will be able to do without assistance from Government—(Report of Department of Interior for 1874, page 56). The importance of this work to Manitoba and to the cause of humanity makes it proper to consider Colonel Provencher's interesting report for the year 1875 as to two of the bands:

He refers thus to that settled near the mouth of the Red River :—

“The band at St. Peters is the most numerous, the best settled, and most progressive of all the bands which have been party to Treaty No. 1. It numbers 1,943 souls, and their reserve is of 15,200 acres in area. More than half of the band consists of half-breeds, for many years settled on the banks of the Red River, who compose the Parish of St. Peters. There are in that parish 130 proprietors of 15,000 acres of land, of which about 2,000 are under cultivation ; 120 houses, valued at \$30,000, and 190 other buildings, having an approximate value of \$28,500. Moreover, 55 families are settled outside of the reserve, where they have their farms, houses, &c. The balance of the band, to the amount of 160 families, make a living from hunting, fishing and voyaging. The first of these occupations has the least to do with the resources of those Indians. Fishing, though not the element of a large trade, contributes, nevertheless, to the support of a great many families at a time of the year when they would lack all other means to procure the necessaries of life.”

As to the Fort Alexander band, he states :—

“This band numbers 506 persons, settled at the mouth of the Winnipeg River. Their reserve, surveyed during the Fall of 1873, embraces 7,500 acres, on both sides of the river. They have made remarkable progress, if consideration is taken of their isolated position, and of the want of communications with the settlements of the Province, who could have set them an example. These Indians have no less than 45 houses, well and strongly built, of the value of \$12,000, and farm about 1,000 acres of land. They have not as yet suffered from that ruinous plague, the grasshoppers. For many years they have had a school, originally supported by the Missionary Society of the Church of England, and at present by the Indian Department. This one school not being sufficient for the requirements of teaching, principally on account of the extent of the re-

serve, they have built another school-house in the hope that the Government would assist them as well in the finishing of the building as in the payment of the teacher's salary. From last accounts, about 36 children attended the school already established, and 30 more are of age to attend the other school when built."

The estimated expense of the Indian Department of Manitoba and the North-West for the financial year ending with June, 1876, is \$180,000. For the following year it is calculated by the Department that \$249,000 will be required, which will include \$80,000 for expenses in connection with proposed new treaties—\$5,000 to procure farming implements for the Sioux, and a small sum to aid in publishing a Chippewa grammar or dictionary. When we consider the extent of the valuable territory peaceably secured and opened to the immigrant, it will be admitted that the sum payable, and all pains that can be employed in civilizing and Christianizing these aborigines will form but a trifle compared with the value to accrue to our own and future generations. The Government has now agents in the farther West, sounding the Peigans, Blackfeet, Crees, Stonies and other tribes, and preparing the way for treaty and civilization. One of these, a well-known missionary of the Wesleyan Church, writing, in October, 1875, from Bow River, near the Rocky Mountains, stated that he had been travelling on the prairie for three months, had visited 497 tents, including nearly 4,000 natives, all of whom, with one exception, received the Governor's message with gratitude, and will anxiously await the coming of the Commissioners. This gentleman,

the Rev. George McDougall, referred, in his letters, in the highest terms to the behaviour and utility of the mounted police; also glowingly described the rich valley of the Bow River, and its attraction to American traders who are reaping rich harvests from its furs.

As the letter referred to is in many respects important and interesting, we will make some extracts from it, thus :

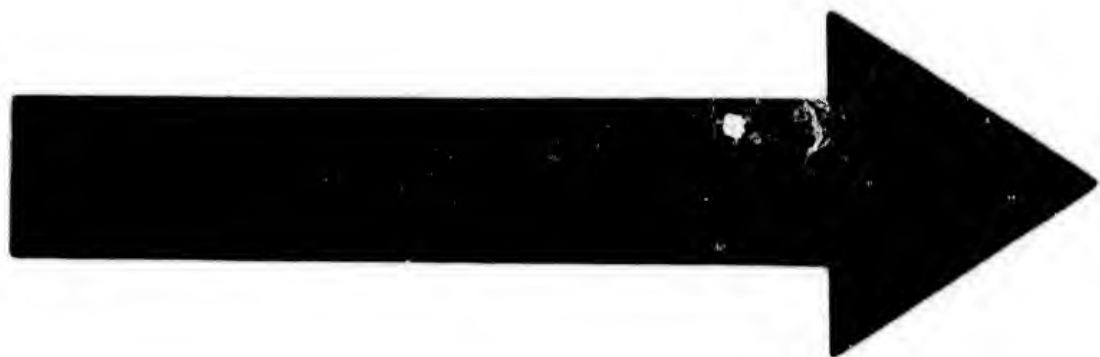
“Near the confluence of the Red Deer and Bow Rivers, I found the Plain Assiniboine camp, numbering seventy tents, a people speaking the same language as our Mountain Stonies. They appeared greatly delighted with our visit, and expressed astonishment when I told them that I had a son living among their kinsmen of the mountains, and that numbers of them could read the Great Spirit’s Book.

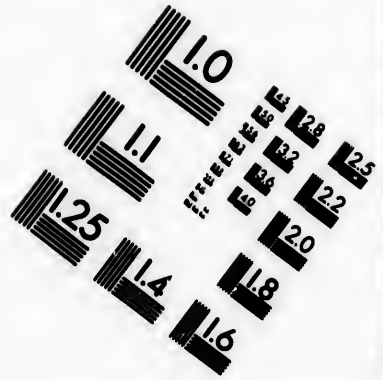
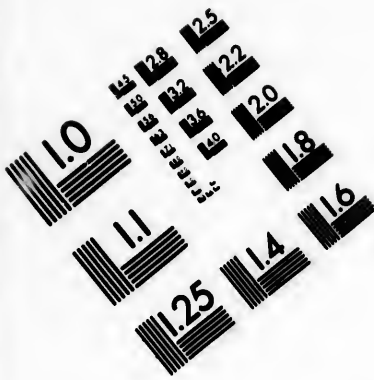
“I found that on several points the Indians were quite united. 1st. That they would receive no presents from the Government until a time for treaty was appointed. 2nd. Although they all seemed anxious to avoid collision with the white man, yet they expressed a firm resolve to oppose the introduction of telegraph lines and the making of roads; and such was the state of the native mind that a rash act on the part of a white man, or some slight depredation committed by an Indian, would have involved the whole country in an Indian war. But to the credit of the poor red men let it be written, that no sooner was the Queen’s message read and explained to them than they said: “That is all we wanted.” If the intelligent public only knew the false reports that have been invented and circulated by interested white men, who, reckless of all consequences, would delight in involving the Government in a war between races, they would not be surprised at the vitiated state of the Indians.

“A great change has come over the scene in the last fifteen

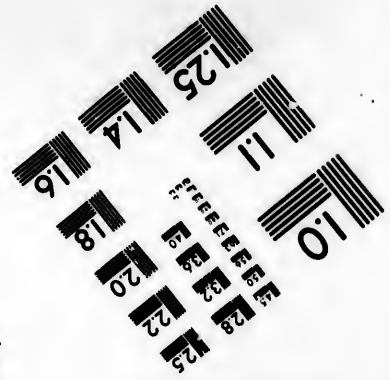
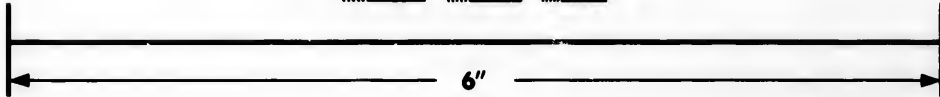
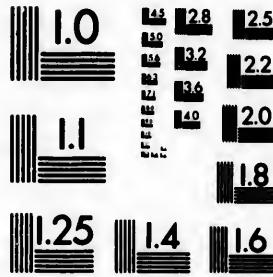
months. Men of business had found it to their interest to establish themselves on the banks of our beautiful river. A stock raiser from across the mountains had arrived with several hundred head of cattle. And now on the very hills, where two years ago I saw herds of buffalo, the domestic cattle gently graze, requiring neither shelter nor fodder from their master all the year round."

It is with unfeigned sorrow that we have learned, since penning the above, of the sad end of this worthy servant of the church and state. About the 25th of January, 1876, his horse came riderless to the camp; but the missionary had perished in the severe cold of a snow storm. Mr. McDougall was universally esteemed, and had great knowledge of the West and influence with the native tribes. He was a Scotchman, and at his death about fifty-five years of age, during early life he was in mercantile business. His ministerial career began in 1850, at Rice Lake Indian Mission, near Cobourg, Ontario. He was afterwards at Garden River and Rama Settlements. In 1860 he went to Rossville Mission, at the North end of Lake Winnipeg, and remained in the North-West till his death. As the Indians retreated with the buffalo, he followed, going to the Saskatchewan in 1864 and opening new fields for missionary enterprise. He had great faculty for learning the different Indian dialects, and had all the attributes of a hunter and pioneer. He was at home in the saddle or the smoky tent, among the red men, who had confidence and regard, amounting to love for him. This he fully returned. When the small-pox decimated whole tribes, in the terrible manner des-





**IMAGE EVALUATION
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cribed by Butler and other travellers, he and his family did not shrink from their duty. Three of his own household were cut off and he himself bore the marks of the disease till his death. The tale of this part of the devoted missionary's career is full of touching incidents, such as would move the most hard-hearted to sympathy. His name will, in the future history of missionary zeal, be coupled with that of Livingstone. His career in the North-West gained the commendation of Lieutenant-Governor Morris and of the Minister of the Interior and the Premier, who have all referred to it in late reports and addresses. Mr. McDougall intended, it is said, on the close of his important pioneer work, to return to Ontario, to which a host of friends, of all denominations, would have welcomed him; but his familiar face will not again be met in our streets. At the Council Chambers in the West, his clear and unbiassed judgment will be missed, and those who used to call for it will sigh as they say—

“ His voice is silent in your Council Hall
For ever.”

From the report of the Minister of the Interior, laid before Parliament in February, 1876, we find that the number of British Indians in Manitoba, the North-West, and Kewatin, now under treaty, is 13,944. Those not yet treated with are: in Rupert's Land, 5,170; from Peace River to the United States, 10,000. There are also 1,450 Sioux, who are part of that once great nation, and in 1863 fled to our territory from Minnesota, and will be

referred to again in chapter XIV. They have caused uneasiness at Portage La Prairie. A reserve was assigned to them on the Little Saskatchewan and inducements offered to them to settle there, but they in 1875 and the previous year complained that the locusts had destroyed their little crops and came to the region near Lake Manitoba, to fish and gain subsistence by occasionally working, begging, or worse resorts, among the settlers. It will probably be necessary to induce them to remove from the settlement in order to quiet the uneasiness of the whites. They are feared as much for the havoc which they and their confederates have wrought in the quiet villages of Minnesota, as for the pilfering habits that are now their chief cause of annoyance. They are, however, regarded as in physique and intelligence the best specimens of the race to be met with. There are other Sioux farther west in our territory who are on as friendly terms with the Government as could be desired. The love for intoxicants is deep and prevalent in this unfortunate race. They eagerly swallow the vilest decoctions, and barter all they have for rum. Next to this is their passion for gambling. Thus occupied, they become greatly excited, and pass hour after hour till every article possessed, the last blanket, hatchet, knife, or mocassin, is gone. A striking picture by Mr. F. A. Verner, of Toronto, which our readers may see at the 'Centennial,' thus represents a party of Ojibway Indians engaged. The scene is laid near Fort Frances, in the Kewatin district. The players have no

cards. A few balls in the closed hand are used instead, and the game is "guess how many."

HALF BREEDS.

The Act of 1870, which constituted the government of Manitoba, reserved lands to the extent of 1,400,000 acres for the benefit of the families of the half-breed residents. It was also provided that each head of a family of this class should have 160 acres, and each child then born 190 acres of land granted to him or her. As surveys were proceeded with, provision was made for this demand but no grants have yet been actually made.

Various difficulties arose; some half breeds were found to be living with Indians, having the same habits, and claiming pensions and other government aid as members of tribes, which was inconsistent with their claims as half breeds. Wearied with the delay and too often improvident, many of the half-breeds have signed agreements now held in hundreds by Winnipeg merchants and speculators there and elsewhere, purporting to barter away this their birthright. The price given was generally small, seldom more than \$40 and that *in truck* or barter. Government has decided to grant the lands direct, to those entitled under the Act, leaving them to settle the matter as they may with the holders of the assignments. The Provincial Legislature also enacted that such assignments are to be of validity only as giving liens on the land when granted for the amount paid and interest. Last summer two gentlemen were appointed commissioners to make personal

investigation and report the names of all half-breeds entitled to grants. As soon as these lands have been conveyed, their sale and purchase will be extensively and legitimately carried on. An unlimited choice of the finest land at low price and with only such burden in respect of settlement duties as the Government may see fit to impose for the protection of the country from too excessive speculation, will be offered. These commissioners, Messrs. Matthew Ryan and J. M. Machar made their report in the autumn of 1875, and patents will no doubt soon be issued to all entitled, who are of sufficiently mature age, and proper provision will be made as to minors. Mr. Machar favours me with some interesting data, the result of his observation and enquiry as follows—The total number of the Manitoba Metis, of all extractions, is about 10,000 ; of French origin somewhat over half ; of the rest, the Scotch number about five-sixths ; English, Irish and others, one sixth. The Scotch were principally from Orkney, some from Caithness and Sutherland. About two-thirds of the race are engaged in farming of a rude and unskilful kind, on the banks of the Red and Assiniboine Rivers. Nearly one thousand of the Manitoba half-breeds have already moved Westward and may be found near Carlton, Qu'Appelle, St. Laurent, Edmonton and Prince Albert ; so that their number in the Province is, after making allowance for natural increase, certainly no greater than in 1870. As to Religion they were then classed thus—

Roman Catholics.....	5,000
Church of England.	4,300
Presbyterians.....	700

About one-third are trappers, boaters, *coureurs des bois*, voyageurs and Hudson Bay employees. Five per cent. of the whole live like Indians—the rest “like Christians.” The Indian physique generally preponderates, but this is less marked in those of Scotch and English parentage. Mr. Machar thinks that in longevity they are on as high a level as whites, and that the amount of lunacy, idiocy, illegitimacy and crime among them is less in proportion than in most civilized countries. There seems little more absorption or amalgamation of blood now among them. They are so large a community that there is ample opportunity for intermarriage among themselves, and marriages of whites and Indians are at present of rare occurrence.

The Metis present a strange mixture of complexions, from the fair skin and soft curling locks of a Northern European origin, to the dingy hue and straight black hair of the Indians. Their language is as various as their origin, a curious medley of Chippewa, Cree, French, Gaelic and English. They move across the plains in long processions with ox and pony carts, the creaking of whose unoiled wooden axles is heard a mile off, with the discipline of a caravan, and in garbs which show the Indian and European taste commingled. When the buffalo seasons arrive captains of parties are chosen, and all go together in strict discipline, having rules which are carefully

enforced to avoid surprise from treacherous Indians, and to combine all means in the hunt of the great bison. The usual place of rendezvous was White Horse Post, near the south end of Lake Manitoba, whence the gay cavalcade of men, women and children, with carts and innumerable dogs, would start out. An interesting writer says of this race:—"Nomadic as to one half of his origin, pastoral and agricultural as to the other, a hunter by his Indian blood, a citizen from his European instincts, thrifty, indolent, staid, mercurial, as father or mother predominates in his nature, the Red River half-breed has a story as curious as any which while away the winter nights in the chimney corner of his ancestral Highland home." Back from the hunt, none so happy as he, the robes are sold, the pemmican stored away, and then comes the gay season, with its music and merry dance and song. The half-breeds live generally on amicable terms with the Indians, are social and hospitable, and are to a considerable extent educated. As the carrying facilities of the country are developed, and a steady market for grain and other farm produce is created, they will no doubt settle down to a much greater extent as agriculturists and graziers than they have ever yet had inducements to do, as have already Mr. Pierre Delorme and many other intelligent men of his class, the names of some of whom are mentioned as farmers on the banks of the Assiniboine. Heretofore the chase has been to them a necessity as well as a pastime, which they pursued with wonderful success. They have now, to secure the buffalo, to go to a distance of

from three to five hundred miles west of Red River, and in a few years, so great is the wanton destruction of that animal, that unless some decisive means for preservation be adopted, it will be practically out of reach of those who desire to adhere to homes and attachments in Manitoba. It is estimated that fully 160,000 buffalo have annually been killed for some years past. None have been seen east of Red River since about 1865. It should not be forgotten that the mixture of Indian blood is by no means confined to the Nor'-West. Factors, partners, commanders and other officers of the great companies, who took native wives, have for ages, on retiring from active life, settled in our older provinces, where they and their descendants are often met with in the circles of wealth, influence and respectability, the offspring showing the maternal origin in their *bois-brulé* complexion, dark eyes and straight falling hair. We find, too, that miscegenation has gradually but certainly taken place among all the tribes, settled on reserves near centres of civilization. Many of the Iroquois at Caughnawaga, opposite Lachine, and elsewhere on the St. Lawrence, have as much the appearance of French Canadians as of Indians.

CHAPTER VII.

GOVERNMENT AND CIVIL INSTITUTIONS—ORIGIN—DOMINION PARLIAMENT—CABINET—NORTH WEST COUNCIL—KEWATIN—LOCAL LEGISLATURE—BLACK ROD AND LORDS—CONSTITUTIONAL CHANGE—COURTS—CHIEF JUSTICE WOOD'S CHARGE—PUBLIC AND OTHER SCHOOLS—EDUCATIONAL ENDOWMENT—RELIGION—RIFLE ASSOCIATION—AGRICULTURAL ASSOCIATION—LITERARY PURSUITS—POPULATION.

By the Dominion Act, 33 Vic. c. 3, under which the Province was carved out of Rupert's Land and the North West Territory, provision was made for the establishment of its government, as also for that of the part of the territory not included within the limits of the Province. Manitoba was given a representation in the Canadian Senate of two members. The Hon. M. A. Girard, of St. Boniface, and Hon. John Sutherland, of Kildonan, were appointed such Senators. To the Canadian House of Commons four elective members came from the Prairie Province, and these are in the present, being the second parliament of the Dominion: Messrs. John Schultz, M.D., Donald A. Smith, A. G. B. Bannatyne and Joseph Ryan, representing respectively Lisgar, Selkirk, Provencher and Marquette, the several sections forming the North, Middle, South and Western parts of the Province, into which it is divided for electoral purposes.

The Local Government is in the hands of a Lieutenant-Governor, appointed by the Governor-General, and of an

Executive Council, the members of which must also be members of the Provincial Parliament. The present members and the offices filled by each are as follows :— The Hon. R. A. Davis, Premier and Treasurer; Hon. James McKay, President of the Council; Hon. J. Royal, Minister of Public Works, and Hon. J. Norquay, without portfolio. Hon. Colin Inkster was President of the Council, but resigned when lately appointed sheriff.

The legislative power was, till the fourth of February, 1876, vested in the Lieutenant-Governor and two Houses—the Legislative Council, of seven members appointed by the Lieut.-Governor, and the Assembly of twenty-four members elected by the people. The Legislative Council was deemed a source of useless expense in a country so new and undeveloped as Manitoba. The efforts of its venerable members were insufficient to raise its dignity, or make its existence appear a political necessity. The example of Ontario, which had happily dispensed with Black Rod and Lords in miniature, was quoted, and on the Province coming to Ottawa for “better terms,” the abolition of this little Chamber was insisted on. The Province will now receive \$90,000 annually from the Dominion to provide for its general governmental expenses.

The important constitutional change referred to was voted by both Houses, the Hon. Dr. O'Donnell only protesting, and intimating his intention of appealing to the Supreme Court. The Lieutenant-Governor gave the royal assent to the Act as stated on the 4th of February. His

Honour thus referred to this event in his speech to the members: "I have watched with deep interest your action with regard to the measure for carrying out the public business with the aid of a single chamber only. The members of the Legislative Council have displayed a spirit of devotion to the interests of the people in voting for the extinction of their offices as Councillors, which they were entitled to hold for life. I sympathize with those in both Houses who assented, as I am aware, to the change with reluctance and hesitation, regarding as they did, the Upper Chamber as a check and protection, but yet did so in the belief that the necessities of the Province required the step to be taken." And in conclusion Governor Morris said: "I have now the honour to bid you farewell, and do so with more than ordinary earnestness, in view of the passing away of a body of men to whom I tender my heartiest acknowledgment for the uniform courtesy I have received at their hands."

The English and French languages are both used in the Legislature. It is hoped that the use of the French language will soon be dispensed with, in so far at least as the printing of proceedings is concerned. The expense so occasioned is a considerable item, and little needed, as most, if not all, of the members can read English.

The appearance of this little Legislature, especially in its first session, was such as tended to amuse spectators accustomed to more august gatherings of the people's representatives. Ancient English forms and precedents were followed as far as circumstances permitted; but

there were, among the members of mixed blood, some more accustomed to the chase of the bison than to following orators through labyrinths of argument. The favourite dress of one, of taste akin to Garibaldi, was a red flannel shirt and moccasins. When Mr. Archibald first appeared in glorious array, to take his gubernatorial seat in the Legislative Council Chamber, an astonished legislator ejaculated; "*Tiens! Ce n'est pas un homme; c'est un faisan doré.*" We find the spirit of Ontario in the statute book and judicature, as well as in the forms of the Legislature. This is the more apparent since Lieutenant-Governor Archibald left the Province and the present Chief Justice was appointed.

The Ontario lawyer finds himself at home in the Courts of Manitoba. English law, as to civil rights, has been introduced by local enactment as it stood in 1870. The law as to criminal offences is that of the Dominion. The Court of Queen's Bench—Chief Justice Hon. E. B. Wood, Justices McKeagney and Betournay, who, as other Canadian Judges, hold office by appointment of the Governor-General in Council, and during good behaviour—holds its sessions thrice a year in Winnipeg, having legal and equitable, civil and criminal jurisdiction in all matters. In regard to costs, civil cases are divided into a higher and a lower scale. Through the over-ruling influence of the Chief Justice, the code to which he was in practice accustomed, as set out in the Ontario Common Law Procedure Act and the General Orders of the Ontario Court of Chancery, has been adopted. Mr. Cary, a

cultivated gentleman, is at once Prothonotary, Master in Chancery, Clerk of Records and Interpreter of the Court. The judges sit separately exercising original jurisdiction, and *in banco* together on appeals, &c. The Province is divided into several judicial districts, in which county courts are held by the judges named, as occasion arises. The Chief Justice practically acts as Chancellor. He complains that he has not enough of work to occupy his time. The bar has some able representatives.

THE NORTH-WEST COUNCIL.

The Lieutenant-Governor is also Lieutenant-Governor of the North-West Territory, and is aided by a council, the members of which are the Honourable Messieurs M. A. Girard, D. A. Smith, H. J. Clarke, Q.C., Pascal Breland, Alfred Boyd, J. C. Shultz, M.D., Joseph Dubuc, A. G. B. Bannatyne, W. Fraser, R. Hamilton, J. Royal, Pierre Delorme, W. R. Bown, James McKay, Wm. Kennedy, J. H. McTavish and Wm. Tait; F. G. Becher, Esq., being the Clerk.

The last meeting of this body took place on the 24th of November, 1875, at Winnipeg. The Governor, in his opening address, reviewed the proceedings of the Council since its formation in March, 1873, quoting part of the address then delivered, thus:—

“The duties which devolve upon you are of a highly important character. A country of vast extent, which is possessed of abundant resources, is entrusted to your keep-

ing, a country which, though at present but sparsely settled, is destined, I believe, to become the home of thousands of persons, by means of whose industry and energy that which is now almost a wilderness will be quickly transformed into a fruitful land, where civilization and the arts of peace will flourish. It is for us to labour to the utmost of our power in order to bring about, as speedily as possible, the settlement of the North-west Territories, and the development of their resources, and at the same time to adopt such measures as may be necessary to insure the maintenance of peace and order, and the welfare and happiness of all classes of Her Majesty's subjects, resident in the Territories."

His Honour then refers to the fact that in expectation of the early appointment of a separate Lieutenant-Governor and Council for the North-west, the present Council act only provisionally, saying:—

"A new Council is to be organized, partly nominative by the Crown, and partly elective by the people, with the view of exercising its functions under the presidency of a resident Governor within the Territories themselves. I am confident that that Council will take up the work you began, and have so zealously endeavoured to carry out, and I trust that they will prove successful in their efforts to develop the Territories, and attract to them a large population.

"Though you had many difficulties to contend with, you surmounted most of them, and will have the gratification of knowing that you, in a large measure, contributed

to shape the policy which will prevail in the Government of the Territories, and the administration of its affairs."

The Council, in reply, expressed the satisfaction they felt for his Honour's approval of their efforts, the confidence that their successors would cordially take up the work they had begun to develop the Territories; they recorded their pleasure at the conclusion of the Indian treaties. They then expressed their friendly feeling to the President, and conclude thus:—

"When we retire from the Council we will continue, in whatever sphere in life we may occupy, to be actuated by the same feelings of warm attachment to the Sovereign and loyal devotion to our country."

The Government of the Territories soon to supersede the present Council is that provided by the Act of 1875, 38 Vic. cap. 49, under which the Dominion Government were authorised to appoint a Lieutenant-Governor and a Council of five members—three of whom to be stipendiary magistrates—Messrs. McLeod and Ryan have been appointed such magistrates. The other appointments will, no doubt, soon be made, and the proposed Government established with seat probably at the Forks of Battle River and the Saskatchewan, near Carlton House, five hundred miles west from the Province, which is already marked as an important place in the future. Three thousand carts went past it on the trail last season, and a considerable settlement is springing up round the quarters of the mounted police. The stage company having the line between Winnipeg and Fargo have made pro-

posals to put weekly stages on the route between Winnipeg and Carlton House.

That part of the Territory north and east of the Province has, however, been recently detached from the western portion and erected into a district called Kewatin, or the North Land, to be under the immediate control of the Lieutenant-Governor of Manitoba. So much of this district as may not prove to be in Ontario, will no doubt ultimately be incorporated with the Province of Manitoba. As stated before, executive authority throughout the North-west is enforced by the mounted police, an excellent force of three hundred officers and men. The following are their stations for the year 1876:—Headquarters of the force, Livingstone or Fort Pelly; A troop, Fort Saskatchewan; B troop, Cypress Hills; C troop, with artillery, Fort McLeod, Old Man's River; D and E troops, Fort Pelly; F troop, the Elbow, Bow River,

Judicial authority over this immense region is vested in the Manitoba Court of Queen's Bench. The stipendiary magistrates and the inspectors, or officers in charge at headquarters of the police, have authority to arrest and, in a limited extent, to try summarily. These powers will continue under the new regime. The importance of the position of the Court in such a country as this can not be overestimated. Lynch law is unknown. The lawless find themselves more comfortable in Montana and Nevada than within the domain of the British lion. This cannot be better illustrated than by quoting part of the charge of Chief Justice Wood to the

grand jury at its session in Winnipeg in the month of October, 1875. Were any excuse necessary for so occupying the reader's attention, we would say that the history of the last few years is that of peace and prosperity advancing to make these plains their tributaries—Justice with strong arm and steady voice "drills the raw world for the march of mind."

"Were the Province alone concerned, I should at once dismiss you and the petit jury to your homes, for all the issues of fact in the cases in the civil docket, although numerous, will be tried without the intervention of a jury. Four cases appear in the calendar for offences committed in the North West Territory, and beyond the bounds of the Province, but over which by statute this Court has jurisdiction, of men charged with murder of several Indian men, women and children at Cypress Hills, in North West Territory, in the month of May, 1875. We all recollect the shudder of horror with which, shortly after the bloody tragedy, we received the intelligence of the wanton and atrocious slaughter by a band of whites, chiefly from Fort Benton, of the Assiniboine Indians peacefully encamped at Cypress Hills, whose first intimation of danger was the sharp rattle of the deadly repeating rifle from a treacherous and concealed foe. Three persons, charged with complicity in this murder, are indicted, having been brought upwards of one thousand miles and lodged in Winnipeg gaol."

"These cases have the greater importance as the crimes involved were committed far away from the abodes of

civilization, and where it might be supposed the arm of British justice would not reach. It is at considerable disadvantage that the persons charged are at last brought before a Court of Justice. Public law and order and the interests of justice alike demand that we should deal firmly but cautiously in all these cases. We must let it be known from the Rocky Mountains to the boundaries of Ontario and Quebec that all are under the protection of and answerable to British law, and that however far removed from settlement, and however remote from the habitation of the white man, the commission of crime may take place, the Argus eye of justice will find it out, and the law will apprehend, bring to trial and punish the offender."

EDUCATION.

Public schools are in operation in the Province, under competent teachers, controlled by a board appointed by the local government. The Province gives an annual grant of \$7,000, which provides a sum of from \$120 to \$150 for each school, which is generally supplemented by subscriptions. There are a Protestant and a Roman Catholic superintendent. Higher and grammar school education is sufficiently provided for by St. Boniface College, under control of Archbishop Taché, which has been established for many years, by the Church of England College of St. John, and "Manitoba College," under charge of the Presbyterians, all which prepare boys for entrance to universities and give instruction in theology. There is also a

Wesleyan Institute. There are in Winnipeg and elsewhere in the Province day and boarding schools for girls.

For the purpose of creating a permanent provision in aid of education, two sections, or 1,280 acres, are set apart, under a Dominion statute, in every township as surveyed. The provision thus made, if honestly utilized, will in time produce a magnificent educational endowment. No provincial university has yet been founded, but the subject has been discussed. Manitoba College sends young men to finish their curriculum at Toronto University. A young gentleman trained at St. John's lately took his B.A. degree at Cambridge, where he gained a sizarship. At a recent public meeting in Winnipeg, one of the speakers proposed that a college affiliated to the great unsectarian University of Toronto should be established in Manitoba. Another suggested that the existing colleges of Manitoba, St. John and St. Boniface, might be affiliated under a board of regents incorporated as a university. It is hoped that when the time for action comes, large and enlightened views in respect to higher education will prevail. The cause will certainly not be promoted by conferring any pretentious powers of conferring degrees, so called, on provincial colleges for many years to come.

It is scarcely needful to remark that there is no religion established by State. All forms of worship are practised on an equal basis.

The Provincial Agricultural Association strives to introduce good breeds of cattle, and to obtain and encourage

the cultivation of grains most suited to the soil and climate. The order of Good Templars has many branches, in which much interest is manifested.

Among other public institutions the Province has a Rifle Association, consisting of some two hundred members. This Association was formed in the summer of 1872, the president being Major A. Irvine, of the Dominion Forces in Manitoba. The position is held for the year 1876 by the Hon. A. G. B. Bannatyne, M.P. The ranges of the Association are at St. Boniface on the east side of the Red River, about one mile from Winnipeg. The annual matches are well attended, and are conducted after the manner of a miniature Wimbledon. The scores of the competitors show that Manitoba is worthy of a representation in the annual team sent by the Dominion to Wimbledon. This institution is both flourishing and public-spirited. At the matches for 1875 the amount given in prizes was \$1,075, of which \$400 were contributed by the Dominion Government. Under a plan contrived by Captain E. Brokovski, executive officer for the past three years, marksmen are enabled to shoot after the most recent rules and shape of bull's eye adopted at Wimbledon, on the old iron section target. The Association is now represented in the Dominion Rifle Association by five Manitoba members, including three Members of Parliament, the Mayor of Winnipeg and the Collector of Customs.

Newspaper and other literary work has its head-quarters in Winnipeg. Emerson has a weekly sheet. The

magazines of the older provinces receive many able and interesting contributions from Manitoba.

Mutual Improvement Societies have sprung up in every village, whose weekly meetings, with literary and musical exercises, are looked forward to with pleasure, and attended with profit, in the long winter evenings.

The population of the Province at the census taken in 1870 was made up thus :—

French half-breeds	5,694
English do	4,076
Christian Indians	581
Other persons	1,614

Total population, not including pagan Indians . . . 11,965

As to religion, the Roman Catholics claimed then about five hundred in excess of the Protestants. With the subsequent rapid growth of Winnipeg, and the large increase by immigration of Mennonites, Icelanders, Danes and people from the other Provinces, Ontario especially, and the States, to the rural districts, it is estimated by Surveyor-General Dennis that the population of the Province is now about 32,000. The Manitobans, including members of the Provincial Government, however, claim that the population is now 36,000. The growth has been greatly checked by the grasshopper plague, as is elsewhere explained.

CHAPTER VIII.

CLIMATE—PRODUCTIONS—HEALTH—ELEVATION OF RED RIVER VALLEY — ISOTHERMAL LINE — OPINIONS OF PROFESSOR WHARTON, GENERAL HAZEN, GOVERNOR RAMSAY AND OTHER AMERICANS—CEREALS—OPINIONS OF PROFESSORS HIND AND MACOUN, MR. DAWSON AND OTHERS—THE WINTERS—RED RIVER COURTING—OPINIONS OF IMMIGRANTS—THE DAWSON ROUTE—THE TELEGRAPH—STEAM COMMUNICATION THROUGH CANADA A NECESSITY—PROGRESS AND PROSPECTS OF THE THROUGH ROUTE.

*“Here Plenty’s liberal horn shall pour
Of fruits for thee a copious shower,
Rich honours of the quiet plain.”*

—SPECTATOR, No. 106.

MR. BLODGETT, in his well-known work on the Climatology of the United States, says :—“ The increase of temperature westward from the sources of the Mississippi in Northern Minnesota, is quite as rapid as it is southward to New Mexico; and the Pacific borders at the 50th parallel are milder in winter than Santa Fe. In every condition forming the basis of national wealth, the continental mass westward and north-westward from Lake Superior is far more valuable than the interior in lower latitudes, of which Salt Lake and Upper New Mexico are the prominent known districts.” The elevation of Lakes Traverse and Big Stone, into which gather the streams that form the sources of the Minnesota and Red Rivers is

960 feet. The sources of the small streams here joining, and much of the State of Minnesota, are fully 1,400 feet above sea level.

Where we embarked at the crossing of the North Pacific Railway the river was 100 feet lower than Lake Traverse, and it enters Lake Winnipeg at an elevation of 710 feet. As the Province is a plain, seldom many feet above the river, we are led to trace the effect of this position of its surface as compared with that of lands having a higher level. We quote from the interesting work of Dr. Hurlburt, published in 1872.* "The summer isothermal of 70°, which at the Atlantic coast crosses Long Island in latitude 41°, passes through Pittsburg, Pennsylvania, Cleveland and Chicago, rises on the Saskatchewan to latitude 52° (in longitude 110°), but sinks again on the high plateau of the desert areas of the United States to latitude 35°, in longitude 105°; rises to latitude 47° in Oregon and falls again to latitude 30° through California. The isothermal of 65° for the summer, which, on the Atlantic coast, is off Boston (in latitude 42°), rises through Canada to the north of Quebec, crosses the Red River at latitude 50°, in the 97th meridian, and Mackenzie's River near the 60th parallel.

"The continent, which is nearly two miles high in Mexico, spreads out like a fan northward, retaining a high altitude through the United States, but falling to 800, 600 and even to 400 feet in British America.

* The Climates, Productions and Resources of Canada. By J. Beaufort Hurlburt, M.A., LL.D.

One mile in height (5,280 feet) causes a fall of fifteen degrees in temperature. Hence the anomaly of a milder climate *going north.*"

Between the Laurentian highlands in the east and the Rocky Mountains a great summer wave of warmth passes far to the north, reaching the highest latitude near the eastern base of the latter range; while in winter a compensating and long continued flood of cold air invades the whole region of the plains and the eastern and western flanking ranges.—Mr. G. M. Dawson's report, 1875; sec 646.

We learn from the same source that, at Winnipeg, the average fall of rain during the spring and summer months is 16 inches. Mr. Dawson adds: "It would appear not only on theoretical grounds, but as the result of experience, that the rainfall of the Red River Valley, assisted by the water remaining in the soil from the spring floods, is, as a rule, amply sufficient for agricultural purposes;" sec 662.

The annual mean temperature at Winnipeg is 32.59. The mean temperature for each month, as supplied by Prof. Kingston, of Toronto University (same report; sec. 708), from three years' observations, is as follows:

January.....	2.91	July.....	65.87
February... ..	2.99	August.....	64.75
March.....	9.00	September.....	51.29
April.....	30.21	October.....	40.01
May.....	51.18	November.....	14.58
June.....	63.64	December.....	.56

The summer temperatures are those of chief importance for agricultural purposes. The cold of winter has no effect upon those annuals for which the summer is long enough and warm enough to secure their maturity. But the frosts of winter have a powerful effect in pulverizing the soil, and the snowy covering protects the ground from the winds and sun of the late months and early spring; then the gradual melting of the snow fills the soil with moisture, so necessary for seeds and plants, presenting such a contrast to many countries in the south of Europe and many Western States, where the ground, exposed for months without such a covering, is too dry for vegetation, or, if the wheat does spring, it is exposed on the bare surface and "winter-killed." As to the rainfall, Dr. Hurlburt adds (page 12): "Through the valley of the St. Lawrence it is for the three summer months from eight to ten inches; many parts of it, with Manitoba and British Columbia, have nearer twelve than ten. With the greater heat, which causes a rapid evaporation, these copious rains are of vast importance, and explain the extraordinary growth of vegetation throughout these countries."

The Mississippi marks the Eastern boundary of the great treeless region that extends thence to the Pacific slope. The dryness of the air, want of regular rains, cold nights and alkaline soils, render most of this vast region of the United States unsuited for the growth of the most valuable grains and grasses. Fifteen years ago, one of their own writers, Professor Wharton, stated that they

had reached the western limit of arable land. Such has been the uniform testimony of their scientific men, save such as wrote in the interest of the promoters or unfortunate bond-holders of the North Pacific Railway, and endeavoured to guide emigration to their almost worthless land west of Red River. Gen. W. B. Hazen, wrote thus— in a letter which was widely published by the United States press, and remains uncontradicted, from Fort Enford in Dakota Territory, January 1, 1874—“ Respecting the agricultural value of this country, after *leaving* the excellent wheat growing *valley of the Red River of the North*, following westward 1000 miles to the Sierras, excepting the very limited bottoms of the small streams, as well as those of the Missouri and Yellow Stone, from a few yards in breadth to an occasional waterwashed valley of one or two miles.....This country will not produce the fruits and cereals of the east, for want of moisture, and can in no way be artificially irrigated, and will not in our day and generation sell for one penny an acre, except through fraud or ignorance.....I will say to those holding the bonds of the Northern Pacific Railroad, that, by changing them *into good lands* now owned by the road in the *Valley of the Red River of the North*, and East of that point, is the only means of ever saving themselves from their total loss.”

In a late letter to the New York *Tribune*, General Hazen wrote fully and to the like effect as above stated. We extract as follows, from his long communication :—

“ Much has been said of the agricultural advantages of

the Black Hills, but Prof. Jenney's expedition reports that on the 11th of June they encountered a snow storm there 'of such severity as to baffle all efforts to proceed,' and on the 10th of September, 'ice on still water froze half an inch thick.' With these facts, remembering the altitude of this region is 1,000 feet above the sea, intelligent men are able to judge for themselves the desirableness of this section for agriculture.....The reports in the office of the General Land Commissioner at Washington show that the Surveyor-General of New Mexico and Arizona estimates that an amount not to exceed one acre in seventy can be cultivated in those Territories, and that 'cultivable is synonymous with irrigable.' In Colorado, the various Surveyors-General have placed their estimates from one acre in thirty to one in sixty, while Mr. N. C. Meeker's letters would appear to put it somewhere within these limits. The grazing interests here are, however, much more valuable than the agricultural, a fact just dawning upon the Greeley colony. The arable lands of Utah correspond in quantity very nearly to those of New Mexico, while the report of General John Day, Surveyor-General, places those of that State as one acre in sixty. The proportion of arable land in Montana and Idaho is somewhat greater than in the other middle territories, but the same necessity for irrigation exists in all of them alike, as well as in the western half of Texas, Indian Territory, Kansas, and Nebraska. The eastern portion of Dakota, including *the Valley of the Red River of the North*, is most excellent and requires no artificial

irrigation. The pastoral interests are valuable all over this region."

General Hazen concludes thus :—" The building up of new and populous States, such as Wisconsin, Iowa, and Missouri, will no more be seen on our present domain, and all calculations based upon such a thing are false while all extraneous influences brought to bear upon emigration to carry it west of the 100th meridian, excepting in a few very restricted localities, are wicked beyond expression, and fraught with misery and failure."

Surely if emigrants from the British Isles were honestly advised, they would seek our well watered valleys of the fertile belt, whose climate is in no place too cold for the development and comfort of an active race; they would not turn from the territory where exist the free laws and settled Government of the British Dominion, to try experiments of irrigation in Colorado, or to trust to the fitful climate and arid soil of Kansas and Nebraska.

Another American writer says :—" The United States embrace nearly the entire *desert areas* of North America, so merciful have they been to their northern and southern neighbours in drawing the boundary line."

The Hon. Alex. Ramsey, then Governor of Minnesota, visited the Selkirk Settlement in 1851, and in an address delivered at St. Paul, on his return, gave a glowing picture of what he had seen and learned of our Fertile Belt. He further said :—" I hesitate not to ascribe to the whole of the upper plains on both branches of the Saskatchewan river, an agricultural value superior naturally to the fields

of New England in their pristine conditions.....It has mineral coal in abundance to supply fuel for a population of the densest character."

It is beyond the limits of this work to discuss this interesting subject more minutely. We only ask our readers to remember that Manitoba is, though the coldest part of it, still well within the great Canadian Fertile Belt, which extends northward above Lake Winnipeg and westward through the vast Saskatchewan, Bow, and Peace River Valleys to the Pacific. Besides the European emigrants each season entering the Province, there are many from the United States who pronounce themselves uniformly satisfied with our land for the production of grain and root crops. The Emerson Colony, settled near the southern boundary of Manitoba, is a case in point, being composed of former residents of Northern Wisconsin. Professor Hind gives an interesting account of various farms on the Assiniboine, in 1857. One of these was Mr. Gowler's, ten miles from Winnipeg, since that deceased. "His barn, which was very roomy, was crammed with wheat, barley, potatoes, pumpkins, turnips and carrots." He had grown fifty-six measured bushels of wheat to the acre, had a splendid crop of melons, and smoked strong tobacco cropped in the neighbourhood.—page 150, vol. I.

It is as growers of cereals and root crops that the Manitoba farmer will excel. It is hoped that in time hardy varieties of apples, pears and the like fruits, may be introduced, but, as may be remarked in our notes elsewhere, few such trees have yet succeeded ; nor has their loss been

felt so much as might be supposed, the supply of small fruit being abundant. Mr. Taylor, the excellent American Consul at Winnipeg, and other gentlemen of intelligence, do not despair of success in this department; but it is useless to expect roots and slips from comparatively warm regions to thrive or pass through the trials of the Nor'-west winters. Plums, cherries and the like small fruit grow luxuriantly. The success of the country as a grower of grain is evidenced on all sides. Specimens of its wheat lately sold in New York were pronounced worth fifteen cents per bushel more than eastern grain. The soil, an alluvial deposit of great depth, is rich in the necessary qualities. It is ploughed in the fall, and the seed is sown as soon as the frost is out of the upper crust in the spring. As the season advances the frozen ground below gradually melts and supplies refreshing moisture to the roots. When summer has once set in, the days are long and warm, but the nights have always an exhilarating coolness. The samples of grain exhibited have equalled the best in Ontario. The average production of wheat is between thirty and forty bushels to the acre. Weary months have not to be spent in chopping, logging and burning trees and stumps. Two pair of oxen will, with a strong plough, break the sod which a winter's frost mellows and prepares for the harrow and seed. Reaping machines are used to great advantage on the level fields. Vegetables and roots are of wonderful size. Hay is cut on the prairie, self sown. Though the raiser of stock in Manitoba will require to lay up a

large amount of dry fodder for the winter, yet he can do so at the cost of curing only. In the rich grass meadows of the Roseau and other places, where protected by trees from the wind, Indian ponies pass the whole winter under the open sky without injury. Elsewhere stabling is necessary. Farther west, in the Saskatchewan valley, the snow-fall is less, and cattle live all winter on the uncured herbage in the field.

It is a theory that seems established by experiment, that all grains reach perfection at the northern limit of their growth. Two is the average of grains to the cluster in the Eastern States, but three in Manitoba. Recent accounts by Professor Macoun, who, in the summer of 1875, visited the Peace River country, prove that in that far Nor'-west, wheat, the most important of crops, reaches its highest perfection, though cultivated but rudely by half-breeds, producing five and even six grains to the cluster. Comparing the productiveness of Manitoba, wherewith we have within our limits mainly to do, with that of the States of North America, in which wheat is largely grown, and we there find the production as follows :—

Red River Valley,	30 to 35	bushels to the acre.
Minnesota	17 to 20	“ “
Wisconsin	14	“ “
Pennsylvania	15	“ “
Ohio	15	“ “

It will be remembered that the quality of the grain is

also superior to that of the more southern latitudes. Mr. G. M. Dawson (sec. 644 of Report) makes this calculation:—Taking one half of the area of the Red River Valley, 3,400 square miles, equalling 2,176,000 acres, and for simplicity of calculation, supposes it to be entirely sown with wheat. Then at even 17 bushels to the acre, the crop of this valley would amount to 40,992,000 bushels.

THE WINTERS WITH REFERENCE TO HEALTH AND
VEGETATION.

People of lower latitudes are disposed to shrug their shoulders when they speak of Manitoba winters, and to think them a succession of Nor'-westers. Wits among our southern neighbours too jest with this for a theme. The *Danbury Newsman* says, in a modest postscript to a letter from Fort Garry, in amusing exaggeration, which in some localities passes for wit:—"The weather is so cold up here that a young man of industrious habits requires sixty cords of hard-wood for courting a Red River girl during the month of January. The stoves are fourteen feet long and nine high."

Minnesota with a climate as cold and more subject to winter winds, or blizzards, has long been the resort of invalids, the dryness of the atmosphere being especially favourable to consumptives. We met many in Manitoba of weak constitution who had been induced to settle there by reason of the uniformity of the climate, and can record the satisfaction with which they, and indeed, nearly all

we met spoke, especially of the winter. The snow falls to a depth of from one to three feet, and remains dry and crisp for five months, without the frequent thaws that occur in the Province of Ontario and Lake States. Senator Sutherland, from Kildonan, stated before a committee of Parliament in March, 1875, in effect that the people of Manitoba had not of late raised more grain than was needed for home consumption, but they would soon be able to raise great quantities for export; grain-growing would be most profitable for many years; in Manitoba the average yield of wheat was fully thirty bushels per acre; root crops yielded enormous returns; frost seldom affected the growth, except slightly in the spring. Grasshoppers had affected the crops within the last few years; but for forty years previous to that time he had not known them to be in the country to any great extent, and he did not think they would return this year.

The report of the Committee on Immigration and Colonization, of the House of Commons, at Ottawa, presented on the 10th of April, 1876, contains some matters of interest and importance regarding the region under discussion, the result of careful inquiry. We take from the report as follows:—“The Committee have carefully examined Professor John Macoun, of Albert University, Belleville, who accompanied Mr. Fleming, Chief Engineer of the Pacific Railway Survey, across the Continent to the Pacific Coast, in the capacity of botanist, with reference to the agricultural capabilities of the North-west Territory, particularly including the Peace

River districts and the Province of British Columbia. He showed very clearly that vast areas in those hitherto but little known regions, contain agricultural resources of unbounded fertility, coupled with climatic conditions favourable to their development. He also showed the presence of very large deposits of coal and other valuable minerals.

“The Committee also examined Mr. Henry McLeod, an Engineer of the Pacific Survey, who crossed the Continent to the middle of the Rocky Mountains. He corroborates the evidence of Professor Macoun, in reference to the great fertility of the soil and adaptability of the country for extensive settlement.”

A complete report of this region has not been published by Professor Macoun; but we may state that the result of his evidence, and of statements made by him is as follows:—He had found that the entire district along the Peace River for a distance of seven hundred and sixty miles, in a belt one hundred and fifty miles wide on each side was as suitable for the cultivation of grain as that of Ontario. He had brought samples of wheat weighing sixty-eight pounds, and of barley weighing fifty-six pounds, to the bushel. The climate was even more suitable than in Ontario, for there were no wet autumns nor frost to kill the young grain. There were but two seasons—summer and winter. He said in illustration, that on a Thursday last October, 1875, the heat was so great that he had to shelter himself by lying under a cart, while on the next Sunday winter set in in full vigour and con-

tinued steadily. The plants he found in that region were the same as those on Lake Erie, and further discoveries satisfied him that the two areas were similar in every respect. The ice in the rivers broke up in April. Stock raising was not difficult, because the grass remained fresh and green up to the very opening of winter. He had seen thousands of acres of it three and four feet long on levels two hundred feet above the Peace River. He estimated that there were 252,000,000 acres of land in that region adapted to the growth of cereals. He had tested the temperature and showed by figures that the average summer heat at Fort William, Fort Simpson, Edmonton, and throughout that region, was similar to that of Toronto, Montreal, and higher than that of Halifax. He was positive that the climate was uncommonly suitable for agriculture, and stated that the farther one went north the warmer the summer became. There was no doubt they were abundantly long enough to ripen wheat thoroughly. Besides the peculiar excellenee of that country for cereals, he had found thousands of acres of crystalized salt, so pure, that it was used in its natural state by the Hudson Bay Company. Coal abounded in the richest veins, and was so interstratified with hematele or iron ore, yielding fifty per cent., that no locality could be better for manufacturing. Thousands of acres of coal oil fields were found. The tar lying on the surface of the ground was ankle deep; miles and miles of the purest gypsum beds cropped out of the river banks; coal beds abounded on the eastern slopes of the Rocky Mountains and ex-

tended in large seams throughout the country at their base for a distance of one hundred miles. In short, Professor Macoun believed the North-West to be the richest part of Canada, and prophesied that it would yet be the home of millions of people prosperous and happy.

The Committee proceed to refer to the evidence of Senator Sutherland to the effect above stated, and conclude thus:—"The winters in the North-West, except on the Pacific Coast, appear to be rigorous; but the climate is reported to be singularly healthy, and the seasons for agricultural operations do not appear to be widely different in the Province of Manitoba, from what they are in Ontario, but in fact very similar. The presence of what are termed summer frosts in the North-West Territory, appears to be precisely similar in character to those which prevail over a very large extent of the northern part of this Continent."

People along the St. Lawrence, will be surprised when they learn that on the eighteenth of April, 1876, when the ice was yet piled mountains high, round Victoria Bridge, ploughing had begun at Battle River, and the steamer *Northcote* was getting up steam for Edmonton, on the Saskatchewan, near the Rocky Mountains, and on the Red River, the season's navigation was also begun. So quickly does the winter pass into summer, that there were then at Winnipeg trotting races on the ice of the Assiniboine; boating on the Red River, skating in the rink, and cricket playing on the prairie; all within the radius of a mile.

Red River navigation opened about the same time the previous year.

Though navigation will close annually about the end of October, yet there will be no difficulty in running the railway trains over the track on the plains of the Province. The frost and snow so open the soil that the labour expended upon it goes much further than in Europe and elsewhere where the surface is not covered with snow. There is abundance of work that can be better done in the winter than in summer, such as fencing and cutting wood from swamps, into which horses and men easily penetrate on the ice-bound surface, and conveying produce to market, with a speed and in quantities which would not be possible on wheels. Saw mills cease working, but the men employed are soon off to the logging camps, hewing and hauling the logs to the ice-bound streams that will in spring carry them to Winnipeg or Emerson.

We have elsewhere stated the favourable report which Colonel Crofton gave, after a year's residence at Fort Garry, and could readily multiply evidence of the like impartial and intelligent persons. In the vessel in which our party went down the river to Winnipeg were several farmers, one an old Scotchman from near Miramichi in Quebec.

He seemed charmed with the country, nor had he tired of it when we afterwards met him in our wanderings. He lamented the time he had lost on the banks of the St. Lawrence in clearing his poor land of trees and in

years since, removing the stones, the only sure crop, for they came up with every ploughing. He heard all about the grasshoppers and what they had done, and yet was determined to take up a free claim, erect his cabin on a quarter section, and having done that, and made such other preparations as were deemed needful, he would sell out his old farm for what could be got, and let the family follow. This, he said, would without doubt lead to many of his former neighbours soon joining him.

Mr. Lilies, of West Pilkington, Ontario, in the autumn of 1875, received a letter from one of his four sons then in Manitoba, which is so life-like that we will copy it. He says: "Don't fear of us starving in Manitoba; we are doing better here than we could do in Ontario, despite the ravages made by the grasshoppers. Two of us have cleared one hundred and sixty dollars per month all summer, burning lime and selling it at 45c per bushel; another has averaged \$5 per day with his team, sometimes teaming to the new penitentiary, and sometimes working on the railroad. The fourth works at his trade, waggon making, in Winnipeg for \$60 per month, steady employment. Our potato crop is splendid, our peas are excellent, and we had one field of wheat that suffered no intrusion from the pest. The weather is mild, prairie chickens are very numerous, and our anticipations as regards a good time next year are big."

Mr. Jacob Y. Shantz, an old and respected resident of Berlin, in Ontario, was consulted by his persecuted countrymen in Russia as to a home in the West. A few

samples of Manitoba soil were sent to Senator Emil Klotz of Kiel, who had them analyzed by Professor Emmerling, an eminent chemist, who, in April, 1872, gave an analysis of this soil as compared with the richest in Holstein. Senator Klotz wrote with the result. Part of his report we copy as follows:—

“ KIEL, 4th May, 1872.

“ After considerable delay, I succeeded in obtaining the analysis of the Manitoba soil from Professor Emmerling, Director of the Chemical Laboratory of the Agricultural Association of this place. Annexed I give you our analysis of the most productive soil in Holstein, whereby you will see how exceedingly rich the productive qualities of the Manitoba soil are, and which fully explains the fact that the land in Manitoba is so very fertile, even without manure. The chief nutrients are, first, nitrogen, then potash and phosphoric acid, which predominates there; but what is of particular importance is the lime contained in the soil, whereby the nitrogen is set free, and ready to be absorbed in vegetable organisms. The latter property is defective in many soils, and when it is found defective, recourse must be had to artificial means by putting lime or marl (a clay which contains much lime) upon the same.

“ According to the analysis of the Manitoba soil, there is no doubt that, to the farmer who desires to select for his future home, a country which has the most productive soil and promises the richest harvests, no country in the world offers greater attractions than the Province of Manitoba, in the Dominion of Canada.

“ ANALYSIS OF THE HOLSTEIN SOIL AND MANITOBA SOIL COMPARED.

	Holstein Soil.	Excess of properties of Manitoba Soil.
Potash	30	198·7
Sodium	20	13·8
Phosphoric Acid	40	29·4
Lime	130	552·6
Magnesia	10	6·1
Nitrogen	40	446·1
H	“(Sd.)	EMIL KLOTZ.”

We now know how satisfactory this has proved to the intelligent immigrants. The facilities of Manitoba, as compared with Minnesota, are being put to a practical test by the Mennonites—while many have settled in the Red River Valley, others have selected homes, for the present at least, in Minnesota and other Western States.

STEAM COMMUNICATION THROUGH CANADA A NECESSITY.

Canada fell heir to a great estate when these Western plains became hers. Her duty was proportionately great. She was, however still struggling to complete the Inter-colonial Road, to connect the older Provinces with the Atlantic sea-board. Each Province was also heavily engaged in works of internal improvement. The whole, population of the Dominion was exceeded in number by that of each of several of the United States, yet the construction of a railway to the Pacific, through a region, of which little was known was urged as a necessity to be undertaken at all hazards and at any cost. It cannot be denied that much has been done in gathering definite information, as to this immense undeveloped territory, and discovering practicable routes. An army of geologists, surveyors and engineers is still at work on the various sections into which the great route is divided. It will be seen how disadvantageously Manitoba must struggle until she obtain direct steam communication with Ontario. Her development is retarded and the farther West is left isolated and comparatively valueless. Farmers may sow and reap, but the country will, to a great extent, "smother in its own fat."

Before steam was used on Red River, thousands of carts went yearly to Minnesota, untroubled by customs officers. Now, that means of traffic is almost entirely stopped, much to the annoyance of the half-breeds formerly so engaged. The free navigation of Red River was unfortunately not provided for in the treaty of Washington. The Yukon, Porcupine and Stikine, in the distant and sterile wilds of Alaska, were opened, but this great commercial road was not thought of, or its consideration was tabled by influence of the "Adventurers of England" and Kittson & Co.

Coasting and trade restrictions are onerous, and the result is that the St. Paul Company charge what they please, and their vessels are loaded to the water's edge. Produce not required for home consumption will scarce repay the cost of removal to markets by the present expensive and crowded ways of transport. The "Dawson Route," in its present state, and until immensely improved, with its many necessary changes, risks and delays, can be practically of little use for freight. Few passengers, save those interested in the works at Fort Frances, the lumber business at the Lake of the Woods, and a company of soldiers passed through by this road in 1875. The Minnesota Railroad, with its dangerous, stilt-like structure, and the monopolist "Kittson Line" being preferred. As a Minnesota newspaper states:—"The freights from Moorehead, Minn., to Manitoba increased from barely 1,400 tons, in 1874, to more than 3,800 tons, in 1875—more than doubled: and all the travel to and

from Winnipeg went with the freight by rail and over the Northern Pacific road."

The Pembina branch first, and so soon as through connection to Lake Superior can be made with the American North Pacific road, is looked to as the means of immediate relief. This line was referred to in debate in Parliament on 14th February, 1876. Hon. Mr. Letellier de St. Just, Minister of Immigration, said: "The rails will be at Pembina in the spring, the Northern Pacific Railway only having fifteen miles of embankment and fifty miles of track-laying to do."

Senator Girard—"They have only fifteen miles from Glyndon to Crookston to build."

Hon. Mr. Letellier—"To reach the boundary line. If when the American line was laid, the Canadian Government were not prepared to go on with their work, then gentlemen opposite might well reproach them for not having the rails." He described the different links in the road to Manitoba, and said that this continuous road and water way would do all that was required for some time to come. "Even with the accommodation that existed at present, immigration had been pouring fast into Manitoba, and when all links in the road were completed the Government would have two very fine modes of communication, sufficient to bring any amount of population, and at a lower cost than by rail alone. This showed that the Government had done something, and that the facilities were far ahead of those of old Upper and Lower Canada."

But the patriotic Canadian cannot with patience see much of the trade of this immense region drawn, as it will be, to enrich our southern neighbours. Sympathies, too, would soon follow the path of interest.

The branch of the great Canada Pacific Railway to the harbours of Lake Superior must be pushed to completion, and the natural advantages offered by the water stretches of the Kewatin and Thunder Bay districts must also be made serviceable to commerce.

THE DAWSON ROUTE.

As to the present "Dawson Route," the main stages and the distances from Prince Arthur's Landing, are to

Clandeboye	16 miles.
Matawin.....	24 "
Brown's Lane	32 "
Shebandowan.....	45 "
Kashaboibe	64 "
Height of Land	74 "
Baril	93 "
Brulé	101 "
French	115 "
Pine & Deux Rivières	132 "
Maligne	152 "
Island	162 "
Nequaquon.....	187 "
Kettle Falls	207 "
Fort Frances.....	252 "

N.-W. Angle	377 miles.
Winnipeg	477 "

These distances were those given to Government by Mr. Dawson ; people living along the route say they should be about five per cent. more.

It will be noticed that the greater part of this road is by water. When the canal is completed at Fort Frances there will be uninterrupted water communication beginning at one hundred miles from Winnipeg of about 200 miles through Rainy Lake and River and the Lake of the Woods. The distance will be from Winnipeg *but half* that by the crooked Red River to Lake Superior.

Steam tugs of various sizes are now used on the larger water stretches, open row boats large enough to hold twenty persons are also employed. Better vessels will in due time be supplied. To construct, equip and keep up the Dawson Road has occasioned great annual outlay, especially in some of its early years, so the offer of Messrs. Carpenter & Co. to work it for an annual bonus of \$76,000 was accepted, but their contract has terminated, Government having again, very wisely as we think, taken the working into their own control, and intending to use the water stretches in connection with the railway till, at any rate, the latter be completed.

The vast interests involved in the region between Thunder Bay and Red River, the fact that during the present and the next few years public money to the extent of some millions of dollars will be spent to open up

communication through this region, as part of the national highway from ocean to ocean, and from the greatest granary of the continent to the lakes, make it proper to ask the intelligent reader's further attention to the subject.

The Dawson route has already had an interesting history. It was not long since deemed a military necessity. Its existence was demanded in order to secure the North West to Canada. The Hudson's Bay Company looked on its construction with jealousy, as is abundantly evident from the correspondence between the Company's officers and Government officials, in 1868-9, when the hundred miles between Red River and the Lake of the Woods were in part constructed.

Had this Dawson route not been available for Colonel Wolsely's little army, Rupert's Land might have fallen a prey to Riel and O'Donoghue's French half-breeds and Fenians. or perhaps have remained in the hands of the "Adventurers of England."

The accompanying plan and sectional view, in so far as they relate to this route, and some of the following statements of fact are furnished by Mr. Oliver A. Howland, who passed over and spent some time upon it, in 1874, and has given the subject careful consideration.

On the plan the reader may see at a glance the old North West voyageurs' track from the Grande Portage off L'Isle Royale, westward, the Dawson road and the line of the Canada Pacific Railway as now proposed. The ideal route during the season of navigation, for cheap transportation of the produce of the North West, would

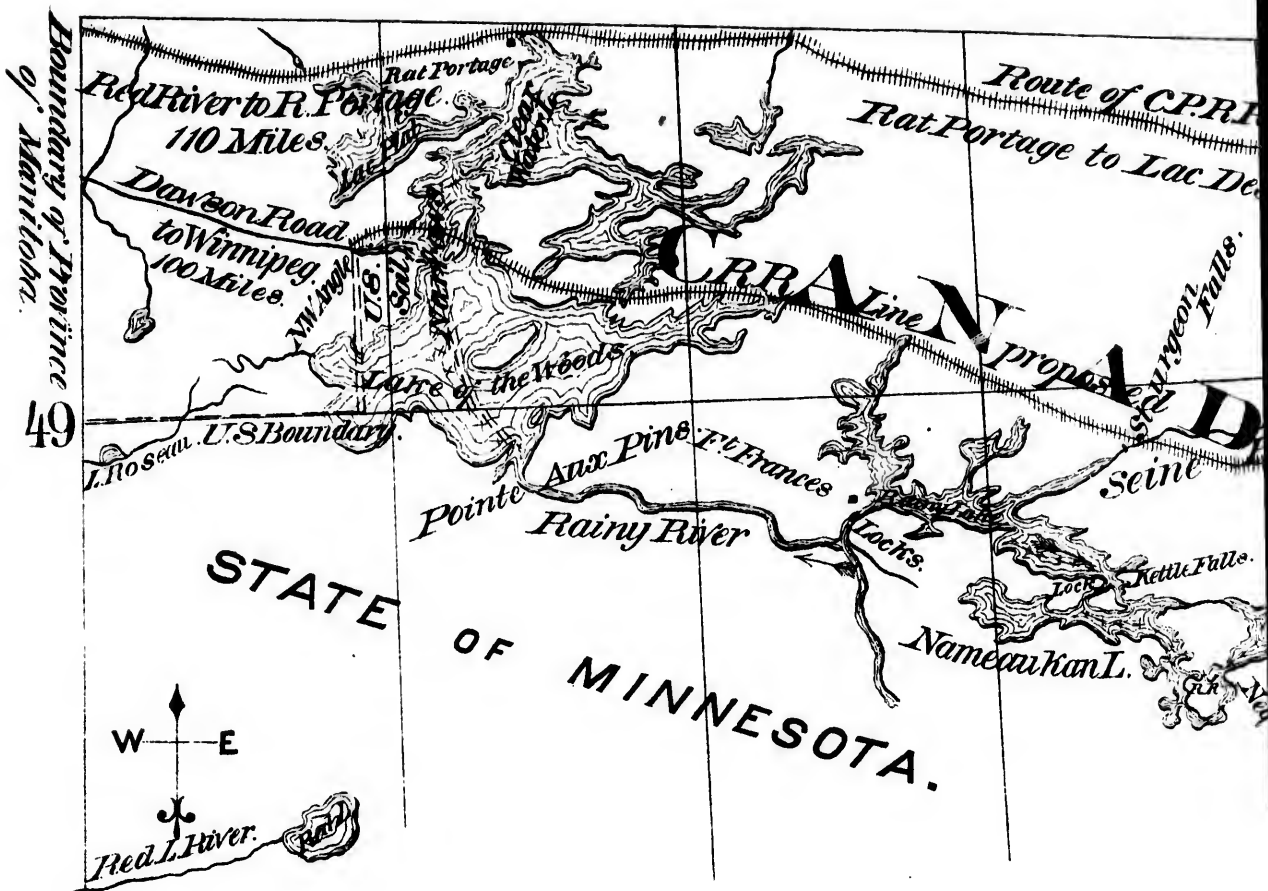
seem to be one consisting of, first, a link of railway of 100 miles long over the level country between Red River and the Lake of the Woods ; next, by steamers over the waters of that lake and of Rainy River and Lake to the first falls of the Seine River, making 200 miles of excellent navigation, broken only by the twenty-eight feet of lockage at Fort Frances, and scarcely inferior in capacity to that of the Upper St. Lawrence, and thence by rail 180 miles to Thunder Bay. This would involve transshipments at the termini of the water stretch ; but when grain can be and is daily transhipped by the elevators, at Montreal, at a cost of eight cents per ton of thirty-three bushels, it is difficult to discover how an item of sixteen cents per ton could turn the scale in favour of the all-rail route. Even immigrants and other passengers might be carried on such a line, without disadvantage in point of time, and at a saving of cost in competition with an American rail route *via* Duluth. From a common point on Lake Superior the distances would be, to Fort Garry *via* Duluth, 150 miles lake navigation and 480 rail ; to Fort Garry *via* Thunder Bay, 250 miles lake and inland navigation and 280 miles rail ; in other words, an excess of 100 miles of navigation on the Thunder Bay route against an excess of 200 miles of railway by Duluth.

As passenger steamers travel at rather more than half the speed of passenger trains, there would thus be a slight advantage in point of time in favour of the suggested route ; so that practically a highway over which our immigrants could travel to the prairies as quickly and more

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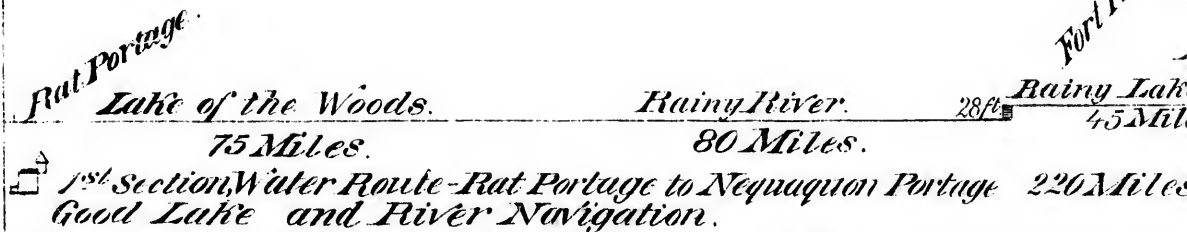
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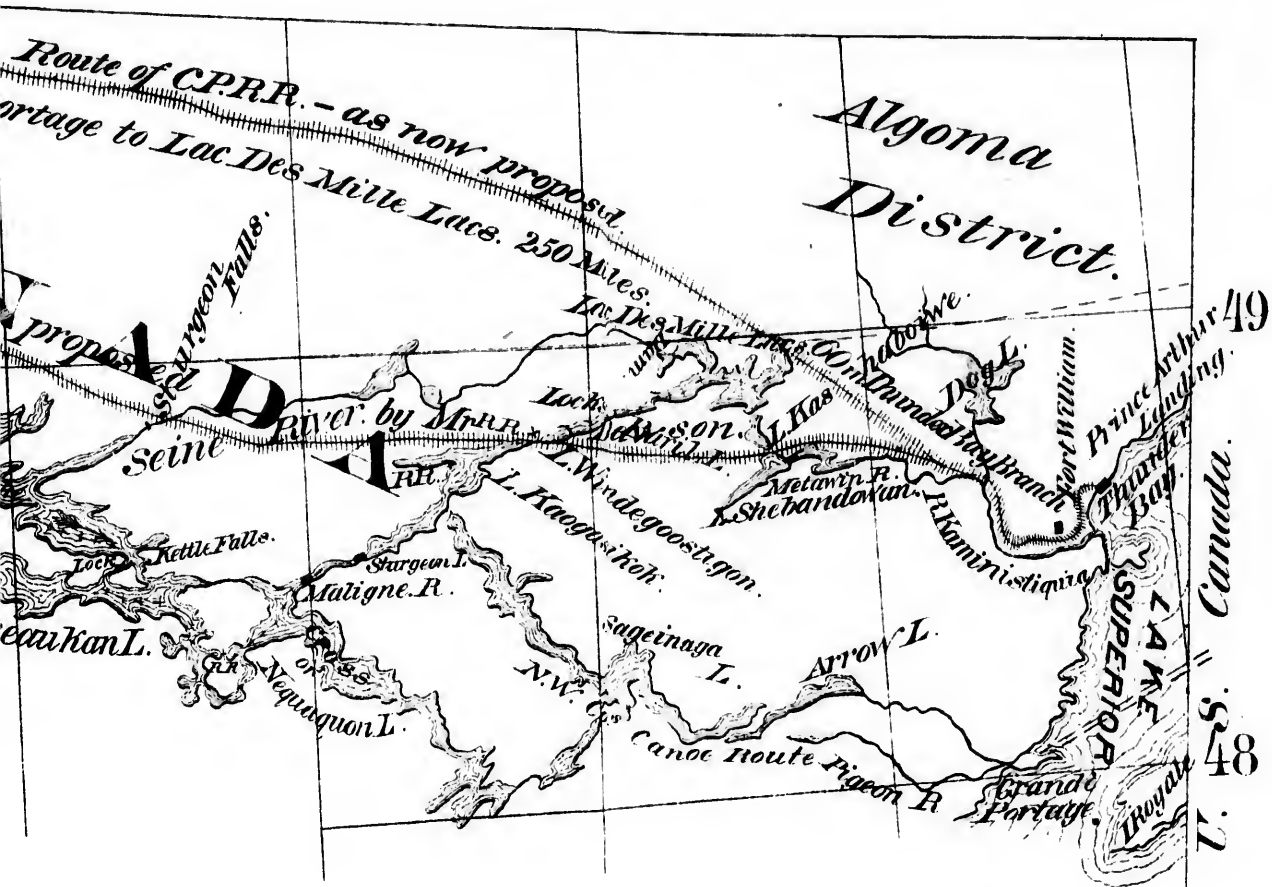


The Dawson Route and Proposed Water Connections with the C.P.R. Map. From Fort William to the Eastern Boundary of Manitoba.
 I. R. R. Line proposed by Mr. S. J. Dawson. C.E.

III. Sectional View: of the Route
 showing the proposed or possible improvements
 to complete the Water-Stretch of 350 Miles.



Lithographed for "The Prairie Province" by Alex. Craig Toronto.



Connections with the Canada Pacific R.R.
 Territory of Manitoba.
 C.E.



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cheaply than by the American route, and by which grain and other freight could be carried thence on terms defying competition by any all-rail route on our own territory or elsewhere, could thus be obtained by the construction of 280 miles of rail. The "public mind," perplexed by a confusion of motives on this subject, desiring to forward the colonization of Manitoba, and anxious, on the other hand, not to be diverted from the project of a direct line to the Pacific, has permitted the latter motive to have the greater weight. The feeling and clamour so raised have the tendency to drive on the construction of the "all-rail" route with, perhaps, too little regard to our present capacity and to the neglect of other and natural advantages. In the meantime, and until some Canadian route is completed, the Northern Pacific and the "Kittson Line" continue to carry the traffic of Manitoba through Minnesota and down Red River for \$40 per ton, pocketing \$500,000 per annum by the process and crippling the progress of settlement in that Province. The point must not be overlooked that, in adopting the through line, 450 miles long, as the colonization route in preference to one nearly 200 miles shorter (as regards construction), we delay the opening of the route in about the same proportion.

Guided by the experience of the Intercolonial road, it seems as likely to be seven years as four before a train will pass on the rails from Thunder Bay to Fort Garry, and therefore for so long we shall be unable to interfere and raise the siege of Manitoba. Is this prospect satisfactory? The best remaining hope of alleviating the position of the

Province, for some years to come, is by making the most of that part of the Dawson route between Lac des Mille Lacs and Rat Portage, where it is tapped by the terminal sections of the railway—sections which are likely to be completed far in advance of the remainder of the road. A lock of nine feet lift would join Nameaukan Lake to Rainy Lake, and extend that noble chain of waters to a point 220 miles eastward of Rat Portage, and within 130 miles of the eastern extremity of Lac des Milles Lacs. This length of 130 miles is practically broken into three subdivisions by three tremendous accumulations of lockage (for particulars of which we refer to the plan), and which render a continuous canal too serious an undertaking to be entered upon at present; but by the construction of seven locks of about ten feet lift, three on the Maligne River, and four at the outlet of Baril Lake, with a cutting of about a quarter of a mile in length to join Baril Lake to Lac des Mille Lacs, and a dam at the outlet of the latter lake to raise it (two feet) to the level of the former, and some channel improvements, the navigation may be rendered otherwise continuous. The three great portages — *Nequaquon*, between Nameaukan and Nequaquon or Cross Lakes, *Pine Portage*, between Sturgeon and Kaogasikok Lakes, and *Great French Portage* between Kaogosikok and the Windegoostigon Lakes, would, in the aggregate, require the building of about nine miles of railway.

The main obstacle to the success of this route, the transhipments, amounting in all to eight in number be-

tween Rat Portage and Lac des Mille Lacs, at the estimate of eight cents per ton, would involve only a charge of sixty-four cents per ton of thirty-three bushels on the carriage of wheat, supposing that no improvement be found practicable in the manner of transshipment. But, if the cars could be ferried over the broken sections from Lac des Mille Lacs to Nameaukan Lake, running over the intermediate portages, the actual transshipments would then be reduced to two in number, one at the beginning and the other at the end of the great water stretch of 220 miles terminating at Rat Portage. But even without this improvement, a route consisting of only 180 miles of railway and 340 miles of excellent navigation, though broken into four sections and burdened with the full addition of sixty-four cents per ton for elevating, should still be able to carry grain and passengers at rates which would be an immense improvement on the terms of the present monopoly.

It is improbable that there will be anything in the construction of these nine miles of railway and seven or eight locks to prevent these works being accomplished by the time the Pacific Railway sections to Lac des Mille Lacs and from Rat Portage to Fort Garry are ready for the iron; and it is certain that by the simultaneous opening of the line proposed in connection with those two sections of the Canada Pacific Railway, a competitive reduction would be at once accomplished in the traffic rates upon all routes to Manitoba, such as, in a few years, would amply recoup an expenditure of \$500,000 on the water

stretches and their intermediate links, besides immensely facilitating the early settlement and development of the Prairie Province and the other Provinces which will be created out of the great Nor'-West.

The water route, once established to this extent, would certainly never be suffered to fall into disuse. The trade of the North West, growing incessantly, would not only encourage its maintenance, but would soon demand its further improvement. The examples of all great parallel rail and water routes on this continent suggest the probability of the much abused Dawson route, now regarded as but the humble precursor of the railway, becoming in the end the almost unrivalled carrier of the trade of the great North West. The possibility of attaining such results by using the means nature has placed before us, seems to make the subject, at all events, worthy of more patient consideration than it has yet received.

It should be remembered that the magnificent Winnipeg River, through which the Lake of the Woods empties into Lake Winnipeg, has, for ages, been used as a highway by voyageurs. As Mr. Dawson remarks * :—" Men, women and children have passed by hundreds up and down the Winnipeg, and the boats of the Hudson's Bay Company, some of them the most unwieldy tubs imaginable, are constantly used on its waters. In former times the whole trade of the northern posts of the continent

* See Canadian Parliamentary Report, 22nd March, 1871, by S. J. Dawson, C.E., as to the Red River Expedition, and as to Strictures published in England by an Officer of the Force.

passed by the Winnipeg. At the very time the expeditionary force was passing, two frail and poorly manned canoes, the one occupied by a very fat newspaper editor, and the other by a gentleman who had his wife with him, passed over all the rapids, portages and whirlpools of the Winnipeg without its occurring to the occupants that they were doing anything extraordinary."

That the navigation of this river may in time be opened to grain vessels, which will thus carry the produce of the Red River and Saskatchewan Valleys to the water stretches of the Dawson route, is confidently alleged by engineers of ability. Thus the reader will at once see the immense importance and interest which will, in the near future, attach to the development of the natural resources of this region.

We may probably be referred, in answer, to the reports published by those interested in *writing up* the glory of the expedition of 1870, especially to the extraordinary "Narrative" by an "Officer of the Force," published in an Edinburgh Magazine. We have only to say that, so far as facts are concerned, we prefer to rely on the statements of the able engineers of Canada and of the civil servants who accompanied the expedition, rather than on those of an officer who does not hesitate to slander the public men of Canada, and that in terms too gross to be repeated. It is well known that if that officer had not been ably supported by the civil force and the many intelligent British and Canadian officers with the expedition, and had his judgment in some important matters

not been overruled by the General in chief command, he would never have got further than Lake Shebandowan.

The difficulties of the route are not to be compared to those of the expedition of 1847, when Colonel Crofton took 383 persons, men, women and children, with cannon and heavy stores, from Fort York in Hudson's Bay to Fort Garry. In his evidence before the Imperial House of Commons, elsewhere referred to, Colonel, now Lieut.-General Crofton, says of the route in question:—"I would undertake to take my regiment by it. I did worse than that, for I took artillery from Fort York in Hudson's Bay, to Red River, 700 miles by the compass, over lakes and rivers, and *that is a much worse route than the other.* I am quite sure of it, for I have gone both."

Had Colonel Crofton been in command in 1870, he would not, despite the earnest advice of those who knew that of which they spoke, have insisted on dragging boats up the rocky foaming bed of the Kaministiquia, where they were torn and bruised, their equipments lost, the men wearied with such arduous and worse than useless labour, and a great additional expense occasioned. When he returned to England he would, we think, also have avoided exaggerating the difficulties of the expedition, in order to raise his own merits in public esteem, and even though Governor Archibald held the seat for which his ambition craved, his pen would not have been employed to lampoon our statesmen, nor would it have endeavoured to detract from the well-earned praise of those who, with

him, carried the expedition to a bloodless and successful issue.

We refer thus shortly to the article mentioned, as seems necessary. It must be considered *cum grano*. The writer is a very gallant officer, though his feats have not yet been those of a Hannibal, or even a Napier of Magdala. He has doubtless since seen cause to regret his ill-advised statements and aspersions, if indeed he condescends to think at all about that summer trip over the Dawson Route.

As misapprehension exists with regard to the past expenditure on the Dawson Route, much being, in Parliament and elsewhere, charged to management, which belonged to the account for construction, building of boats, gratuities paid to Indians, losses by the Red River insurrection, and conveyance of troops and police, we will here give a synopsis of the figures relating to the period when Mr. Dawson was Superintendent, which is as follows:—

—	TOTAL EXPENDITURE.		TOTAL REVENUE.	
	\$	cts.	\$	cts.
1867-8	1,000	00		
1868-9	19,113	13		
1869-70	161,125	34	66,705	06
1870-1	160,423	40	46,178	44
1871-2	305,577	84	12,492	00
1872-3	259,803	27		
1873-4	242,844	85	108,239	88
Outstanding, including estimated cost of works in progress.....	1,149,887	82		
	145,000	00		
Total expenditure	1,294,887	82	233,615	38

Gross expenditure	\$1,294,887 82
Off working expenses	496,074 85
	<hr/>
Expended on construction, plant, building, &c.....	\$798,812 97
	<hr/>
Working expenses	\$496,074 85
Revenue paid and accounts accrued	233,615 38
	<hr/>
Actual cost of working expenses over returns for above period	<u>\$262,459 47</u>

Take the year ending with June, 1873, and the official returns show that the above sum of \$259,803 was made up of and chargeable to three accounts, thus:—

Construction of Route.....	\$113,066 00
Fort Garry Road.....	32,000 00
Staff and maintenance.....	114,637 00
	<hr/>
Total spent in 1872-3	\$259,803 00

Let us look on our maps, and we will see, parallel to this route, the great railway from Duluth, westward, to Red River, over which now passes practically all the traffic of our North-West. It was begun at about the same time as our Dawson road, but 8,000 men were put to work upon it, whereas 300 men only worked on our line, and they for very broken and limited periods.

Any account of the projected routes for the through transit of this region would be very defective, if it did not refer to the more southern railway route proposed by various engineers, and notably by the gentleman from whom the "Dawson Route" took its name—Mr. Simon J. Dawson, civil engineer, and now member of the Legislature of Ontario for the Algoma District. He led the exploring expedition, of which Professor Hind was a member,

in 1857; and in 1870 had charge of the 700 men voyageurs, boatmen, raftsmen, teamsters, whites, red men and half-breeds, forming the pioneers and working force that accompanied the little army. The course suggested by him is shown on our chart.

The more northerly line cannot be considered as so definitely determined on, that some deviation may not be made in its course before its main construction is proceeded with. It will be noticed that Mr. Dawson's line uses the Narrows of the Lake of the Woods, at a place about two miles north of the American boundary, in preference to Rat Portage. The numerous islands in the channel render bridge construction at the Narrows, in Mr. Dawson's view, a matter of but little difficulty, and the rocky land on either side of Rat Portage, with much necessary tunnelling and blasting, would be avoided.

In an able report on "The Shortest Route for a Railway between Lake Superior and Fort Garry," dated 22nd December, 1873, and which Mr. Dawson still refers to with confidence, he states that from Thunder Bay to Sturgeon Falls on the Seine River, a distance of about 160 miles, the ground is in some parts rather broken, but that from reports of surveyors, he is warranted in saying that it is quite practicable, and that he has himself been over a great part of it. Mr. Dawson says that the line referred to should have the preference if, as he thinks will be the case, it be found practicable, and among the advantages to be probably obtained in adopting this route he enumerates the following:—

"1st. It would be the shortest which could be adopted between Lake Superior and Fort Garry.

"2nd. It would be further south, on a lower level and, consequently, in a better climate than any other line which could be projected, within British territory, between the same points.

"3rd. It would lead to the development of a country rich in timber, having valuable minerals and, in some parts, presenting fine agricultural land, and thus create a local traffic, which it would be needless to look for in lines further to the north.

"4th. At some points, it would touch on and for a great part of the way be contiguous to navigable waters which would render a wide extent of country tributary to its traffic.

"5th. It would be easy of construction, inasmuch as the present line of communication would afford the means of carrying men, supplies and materials to various points, thus admitting of work being carried on simultaneously, at moderate intervals of distance throughout its whole extent.

"6th. Every link of it would become available and yield a return, as made. Thus, when Shebandowan was reached, on the one side, and the Lake of the Woods on the other, the expense at present involved in maintaining teams of horses, for transportation, would be done away with. Fort Garry would at once become easy of access, and the traffic would rapidly increase as the road was extended.

"7th. It might be made to form a portion of the Great Pacific road, by being extended to Nipigon Bay and the eastward, and, even between Nipigon Bay and Fort Garry it would still, I am warranted in believing, be the shortest practicable route.

"Moreover, it should not be lost sight of that, in bringing the main Pacific line by the route indicated, the expense of a branch would be altogether avoided.

"8th. In the summer season, the shortest line between Fort Garry and Lake Superior, other circumstances being equal, would command the traffic of the West. Now, a line from Thunder Bay

to Fort Garry, by the route suggested, would be 375 miles in length, or to make full allowance for deviations, say 390 miles. This would on the one hand be shorter, by about fifty miles, than a line from Nipigon Bay, and on the other nearly, if not quite, a hundred miles shorter than the route by the Northern Pacific and projected Pembina line. In fact, as regards Fort Garry, the Thunder Bay line would have an advantage of 300 miles over the route by Duluth. That is, taking Thunder Bay as the starting point, to go by water to Duluth 200 miles, and thence by rail to Fort Garry 500 miles, would be 700 miles as against 390 miles by the route under consideration.

“ But other circumstances would not be equal, for there is a tract of navigable waters on the Thunder Bay route which, when heavy and bulky articles of agricultural produce come to be carried, cannot be left out of consideration, and I do not hesitate to say that, if a railroad is run from Lake Superior to the North-West Territories, at a distance from and in a way to ignore these navigable waters, the day will come when the error will be seen and felt.

“ Apart from the comparative advantages arising from a saving in distance, probable easier grades, a lower general level, a better climate and a region in which are mines, forests of valuable timber and areas of agricultural land to be developed, there are others of scarcely less importance ; and among these, I would call attention to the excellence of Thunder Bay as a harbour. Well sheltered on all sides, it is at the same time easy of access to sailing vessels, as well as steamers. It opens early in spring, as compared to most of the other ports on Lake Superior, and, in the fall, never freezes to an extent to impede navigation, till the middle of December.

“ Last spring was unusually late, but Thunder Bay was open on the 9th May, while Duluth was blocked with ice for a fortnight longer, and Nipigon Bay did not open till the 23rd of May.”

PROGRESS OF THE RAILWAY CONSTRUCTION.

The line of this railway from Fort William towards Lake Shebandowan, for a distance of twenty-two miles, and at the Red River end, eastward from Selkirk to Cross Lake, twenty-five miles, has been graded and made ready for the rails, and so the matter of actual construction rests, at the beginning of the season of 1876. As the road will not follow the windings of lakes and rivers, but run north of the "Dawson Route," its length from Red River to Fort William is estimated at but 414 miles. The telegraph line has already been erected all this distance and still farther westward 500 miles past Fort Pelly or Livingstone to Battle River, or, following the curves of the proposed railway track, nearly 700 miles from Selkirk. The first telegram from that far-off station was received at Winnipeg on the sixth of April, 1876. The telegraph will so follow the surveyor and precede the laying of the iron.

Connection through the "Narrows" of Lake Manitoba with the interior water system and summer communication on it by steamers, would fully meet the requirements of the case for many a day, so far as the Red River country is concerned. Companies of surveyors locating the road bed at various points between Fort Pelly and Nipissing give gratifying reports that the engineering difficulties in construction will be much less than anticipated. Forty mile stretches on either side the Winnipeg River unfortunately offer great difficulties, and render progress there slow. It may possibly, on this account, be

yet deemed advisable to swerve southerly from the line between Rat Portage and Selkirk, as laid down on our map, and strike the Pembina branch nearer Winnipeg. However delayed may be the route westerly from Manitoba through the passes of the Rocky Mountains, yet a continuous steam route through British territory to Red River should be practicable before the end of this decade. The United States have mainly grown for many years through *railway enterprise* opening up their western lands. But foreign capital and imported muscle built most of their railways. The Canada Pacific Road is destined to pass through a region unsurpassed for fertility, and by a route of more than two days travel from ocean to ocean shorter than any other to the Pacific. Much of the young Canadian population has for the last ten years or more been lured over the Border, and may be found in Michigan, Wisconsin, Iowa, Minnesota, Colorado, Kansas and California.

Our prairie land was locked up by the Hudson's Bay Company; now, as we see, it is admitted to be the best of all. Open it to the world by steam communication over our own soil, and let our countrymen know that they can carry their grain to Fort William steamers at moderate cost, and they, and many Americans with them, will swarm over and soon fill up the Prairie Province. They will be but the more patriotic after experiencing the "new civilization" of the Western States, with trials by Judge Lynch, the sad and ill effect of American-Indian treat-

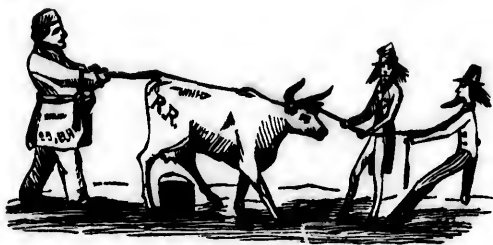
ment and more "politics to the acre" than are for the good of any country.

It is estimated that the amount of money brought into Canada by immigrants during the year 1875 was \$906,000, and the amount of settlers' effects entered \$433,000, making a total of \$1,339,000; but, of course, the amounts not reported would very considerably swell this sum. Of the whole amount \$380,000 was brought in by the Mennonites. It cannot be denied that true economy would advise a generous expenditure to prepare the country for the reception of such additions to its inhabitants.

The British Commissioners of Emigration, in 1871, reported that "Canada can not absorb more than between 30,000 and 40,000 emigrants a year, and the excess beyond that number can obtain employment only in the labour market of the United States."

It appears from the admissions of their most reliable men that emigrants can no longer obtain good wheat lands in the Western States at first cost, certainly none so good as in our great Fertile Belt. It is in the interests alike of the Mother Country and of the older Provinces to guide their surplus population to these possessions, which only need to be made known to be appreciated, and strong arms to develop their riches. With steam communication, the land would at once rise in value, and all near railroads would be eagerly sought for. Thus a great part of the cost of construction would be made by sale of the large reserves which the Dominion Govern-

ment hold. In parts of Ohio, where wheat brings ninety cents per bushel, unimproved land sells, as we learn, at from \$30 to \$50 per acre. In Iowa, where wheat was but fifty cents per bushel, such lands of equal fertility can be bought for one-sixth of the price paid in Ohio. Elsewhere the result has been much the same as to all lands worth cultivating, when traversed and opened to market by railways. What cause for doubt then can there be as to the rich river valleys of our Fertile Belt ?



CHAPTER IX.

MANUFACTURES, LABOUR, TRADE AND MARKETS—LUMBER MILLS—
“KITTSOON” LINE—AMERICAN VIEW—IMPORTS FOR 1874—DITTO
TO JULY, 1875—PRICES CURRENT—TRADE OF WINNIPEG WITH
NOR^W-WEST—PROSPECTS—COAL, MINERALS—FISH AND GAME—
TIMBER AND FRUIT TREES—VARIOUS INDUSTRIES—OUTFIT OF
SETTLER.

THERE are several steam flour mills in the neighbourhood of Winnipeg, and within its limits, one woollen factory, three saw mills, and two sash and planing factories. The most extensive of the lumber establishments are those of Messrs. McCaulay & Jarvis, which were at work day and night and capable of turning out 50,000 feet in the twenty-four hours. This firm has two mills—the saw-mill supplied with logs floated down the Red River many a mile. Two circular saws are in constant operation here, driven by a Waterous engine of fifty horse-power. Near the saw mill is the sash, shingle, and picket factory, driven by a Minneapolis engine of fifty horse power. The yards are piled high with cut lumber of all dimensions, and there will be no scarcity of building material. The fires are fed entirely with saw-dust, carried, as it falls, to the furnaces by an endless chain. The mill and factory give employment to nearly one hundred men; the pay is from \$3 to \$1 50 a day. The produce sells in the mill yards at the

rates given in the price list copied below. The raw material used is brought a long way on rafts, and is mostly from Minnesota forests, but some of it comes, by the Roseau and Red rivers, from the Lake of the Woods region. The greater part of these pine lands is owned or controlled by an American company with whom McCauley & Jarvis have made arrangements, under which, they assert, that they can for ten years yet hold a monopoly of this most profitable business. Logs of clear stuff cost them about \$12 per M. feet. It was late in the season of 1875 before a supply of logs could be got in, but by dint of employing a large force and running the saws night and day, the mills succeeded in turning out the astonishing quantity of 3,340,000 feet of lumber during the summer. The running expenses of the concern averaged about \$1,500 weekly. During the winter the firm's lumbermen were getting out five million feet of logs, of which one-fifth would be from the region of South-east Manitoba, the remainder from Minnesota.

There seems ample room for investment in manufactures of furniture, which is imported from the States, Ohio especially. When, too, we see the boats and scows of the Kittson line of steamers, which has, by recent arrangement, swallowed the "Merchants' line," their late rivals, and so again practically monopolized the carrying trade, loaded down with wares and products, carried often two thousand miles before reaching their destination, we feel convinced that capitalists will find in this growing city and rapidly filling Province, most profitable means of in-

vestment in manufactures of many kinds. The "Kittson line," or Red River Transportation Company, has for stockholders Hudson's Bay officials and St. Paul merchants. They have been accustomed to charge such freights as that one trip at high water repaid to the Company the whole cost of the vessel. Until railway communication comes to its relief, the Red River region will thus be held like the cow in the story, the adventurers of England at one end, Kittson, Sibley & Co. at the other, and the restive creature will be milked between them.

AN AMERICAN VIEW OF RED RIVER TRADE.

It is not to be wondered at that our wide awake neighbours comment on the growing importance of the Northwest trade, with interest scarcely less than our own. To illustrate this we refer to a late issue of the *St. Paul Press*, which, after giving certain details from the customs returns, continues thus:—

"We have frequently had occasion to refer to the magnitude of trade between Manitoba and Minnesota, of which ample evidence is afforded by the statistics of navigation of the Red River of the North. The goods represented by these sums were transported on Minnesota railroads and on Minnesota steamers to their place of destination, as were also nearly all immigrants to Manitoba, besides the products of that country seeking market here and abroad, and also travellers therefrom. The aggregate, therefore, of benefit derived by Minnesota from intercourse with Manitoba cannot easily be estimated."

The following is, for the Province, a statement of the value of imports, duty collected, &c., during the fiscal year ending 30th June, 1874:

IMPORTS.	TOTAL VALUE.	GREAT BRITAIN.	U. STATES.	FRANCE.	GERMANY.	OTHER COUNTRIES.	AMOUNT OF DUTY.
Dutiable Goods	\$ 1,472,220	875,708	554,106	1,852	2,287	38,267	07,471 97
Free Goods	381,439	148,912	227,171	5,356	....	....	....
Total	\$ 1,853,659	1,024,620	781,277	7,208	2,287	38,267	07,471 97

More recent reports of the customs of the port of Winnipeg for the year ending June 30, 1875, show that the total imports at that port for the year amounted to \$1,243,309, of which the United States, principally Minnesota, furnished \$781,323, and Great Britain, \$457,449. The amount of duties collected at Winnipeg for the same period was \$172,600. In addition to the goods which yielded these duties, Manitoba merchants also imported from Ontario and Quebec, during the fiscal year, goods on which duty had been paid to the amount of \$180,000. During last season a party with outfit goods and provisions, in charge of Mr. O. E. Hughes, of Kew, Stobart & Co., Winnipeg, went with boats by Lake Winnipeg, to open direct trade between Winnipeg and the Far West.

We since learn that Mr. Hughes has succeeded in establishing a trading post at Cross Lake, one hundred miles north-west of Norway House, and about five hundred miles from Winnipeg, where he is doing a large and increasing business.

Mr. J. J. Healy, an extensive trader of the Bow and Belly Rivers region, the last stronghold of the buffalo, visited Winnipeg in the autumn of 1875 for the purpose of opening direct trade. He sent 2,500 buffalo robes that season to Montreal in bond, *via* Benton and the United States railroads, and stated that 100,000 robes were exported from the Bow River country in 1874.

There is an immense business done in his region by traders--mostly Americans. Mr. Healy estimated it at one million of dollars annually. The natural outlet for this is through the Red River valley.

Other extensive traders are making arrangements to bring their furs from this region to the Winnipeg market. We learn from a late number of the *Free Press*, "that the competition will, it is likely, be unusually sharp, as some large Montreal and Toronto buyers, who have never been here, contemplate coming this year. The stock of goods held by the merchants for this particular trade will not be less than before, and is likely to be increased by the addition of at least one more dealer who has bought heavily for this trade. Few have any idea of the vastness of this interest and the amount of money expended here for furs; but some idea may be had from the fact that the entries of fur exports at this port alone amounted for the year ending June, 1875, to \$588,958, a respectable offset to our imports of about \$2,000,000 in the case of a new country."

The following is the price list of the Winnipeg markets, in September, 1875:—

WINNIPEG PRICES CURRENT.

145

Wheat, per bushel	\$1 00	@	\$1 25
Barley, none, worth	0 85	"	1 00
Flour, per cwt.....	2 50	"	3 75
Pollard, "	1 50	"	2 00
Bran, "	1 50	"	2 00
New Potatoes, per bushel	0 00	"	1 00
Onions, "	2 00	"	2 50
Beef, per lb	0 09	"	0 18
Mutton, "	0 16	"	0 20
Veal, "	0 12	"	0 16
Pork, "	0 16	"	0 18
Sausage "	0 16	"	0 25
Chickens, each.....	0 16	"	0 20
Turkeys, per lb	0 00	"	0 16
Beans, per bushel	3 25	"	3 50
Bacon, per lb	0 15	"	0 18
Shoulders, "	0 12½	"	0 10
Ham, "	0 18	"	0 20
Pork, per barrel	25 00	"	30 00
Eggs, per dozen	0 25	"	0 30
Butter (fresh), per lb.....	0 25	"	0 30
" (salt—imported) per lb.....	0 30	"	0 40
Cheese, (imported) "	0 00	"	0 20
" (home-made)	None.		
Pemmican, per lb	0 18	"	0 00
Buffalo tongues, each.....	0 50	"	0 00
Dried Meat, per lb.....	0 15	"	0 00
Salt, per barrel	1 50	"	0 00
Mutton tongues, per dozen.....	1 00	"	0 00
White Fish, each	0 08	"	0 00
Mackerel, per lb	0 10	"	0 12½
Salmon, "	0 15	"	0 00
Lake Superior Trout.....	0 08½	"	0 00
Herring, per cwt.....	6 50	"	8 00
Apples (green), per barrel.....	6 00	"	8 00
" (dried), per lb.....	0 12½	"	0 20
Peas, split.....	0 15	"	0 30
Smoked Venison... ..	0 00	"	0 20

Wood, per cord	\$2 50	@	4 50
Hay, per ton	8 00	"	10 00
Buffalo Robes, (prime winter) ..	7 50	"	15 00
Buffalo Leather, per skin.....	2 00	"	3 00
Moose Leather, "	6 00	"	7 00
Deerskin. "	5 00	"	0 00
Sinews, each.....	0 12½	"	0 00
Beaver's Tails, each.....	1 00	"	0 00

We take these autumn prices as being the average for the year, but as spring came on some articles advanced, especially wheat, which was quoted in March at \$1 75c. to \$2 25c. per bushel.

LUMBER MARKET.

Common lumber	\$25 00
Select	30 00
Stock 12 to 14 inches	28 00
Dimension lumber 12 to 20 feet	25 00
No. 1 fencing, 6-inch	30 00
No. 2 do	25 00
No. 1 clear.....	55 00
No. 2 do	40 00
No. 1 flooring	45 00
No. 2 do	40 00
Square pickets	30 00
Flat do	25 00
Lath per thousand	5 00
Shingle double xx	6 00
Shingle x	5 00
A shingle	4 00

These were the net cash prices.

FUR MARKET IN DECEMBER, 1875.

Beaver, per lb.	\$1 00	to	2 50
Bear, per skin.....	2 00		12 00
Fisher	5 00		9 50

Lynx.....	\$1 00	to 3 00
Marten.....	2 50	6 50
Mink.....	1 00	2 75
Otter.....	6 00	10 00
Skunk	40	75
Wolverine	2 00	3 00
Red fox.....	1 00	1 50
Cross fox	1 50	8 00
Silver fox.....	25 00	75 00
Musk rat	12	22
Wolf.....	1 00	3 00

As to workingmen's wages—Mr. H. Linton, superintendent of roads, has twenty men under him; the best get \$2 a day, and so down to \$1.70; man and team get \$5 a day. Living is so dear, he considers \$2 here not better than \$1.50 in Toronto. Common board and lodging cost \$5 a week. Domestic service is also well paid for, at \$10 to \$16 per month in private families, and still more in the hotels.

There is a good demand for money, which can be invested, on excellent real estate security, at 12 per cent. per annum. More enterprising capitalists will find ample scope in the timber regions surrounding the Roseau and Winnipeg Rivers and Lake of the Woods. This lake discharges its waters by the Winnipeg River, which will afford numerous and ample water powers; the vertical descent from lake to lake being three hundred feet.

The Indians and traders now look to Winnipeg and the Hudson's Bay forts for their market and supplies. Let companies of agriculturists and traders occupy convenient positions in the interior, and they will find ample

demand for all their flour and like produce, receiving furs in exchange, and thus the difficulty raised, as to the expense of shipment, will be obviated. Lands of some thousands of half-breeds will soon be in the market at low figures, as many of this class will not settle down, the lands reserved at present for them must be thrown open. We only thus glance at this land question as one of interest, and refer to the means that far-seeing and energetic persons with some capital and united effort are beginning to use, at once to increase their fortunes and open up the vast resources of these fertile plains.

The carrying trade of the city from the States and Provinces to the south and east is in the hands of the company mentioned, who have steamers and many scows which they tug; but we learn that three or more steamers are being constructed by private enterprise for the Red River grain trade and will be launched soon. The "Kittson Line" managers are alert and determined to hold to their monopoly, and will therefore probably buy up these vessels as they have those of other rivals.

Mr. Schultz has a small steamer that plies in the rivers. For internal trade and navigation a good steamer was in 1875 put on Lake Winnipeg. Lakes Manitoba and Winnipegosis will also be navigated by vessels of light draught. The steamers Colville and Northcote will continue to ply on Lake Winnipeg and the Saskatchewan. The extent of the water system immediately available is marvellous. Some obstructions in the Red River, between Winnipeg and the lake, impede navigation when

the water is low, but can be removed at trifling expense, and we will then hear, as a common occurrence, of steamers floating from above Edmonton down the Saskatchewan to the northern end of Lake Winnipeg, which they will enter at a distance of 300 miles from the mouth of Red River, then coasting by the Icelandic and other settlements along the lake shores, entering the Red River laden with grain and all other produce of the farm, with salt, coal, kerosene and various minerals from the teeming Nor'-West, and with fish from the lakes, passing the bridges of the great Canada Pacific Railway, reaching the Lower and Upper Fort, and so on to the American Northern Pacific Railroad at Fargo; or the course may be turned westerly after passing Fort Garry. The Assiniboine may, and will no doubt ultimately, be opened to the Pembina mountains and Souris valley regions, a distance of 250 miles to the west.

If the proposed canal be constructed, the water of Lake Manitoba will be raised and made more serviceable for trading purposes than it now is, and a further extensive and valuable water stretch, through that lake and Winnipegosis, will be made available.

While Winnipeg will probably retain the pre-eminence, many another town will spring up along the course of stream and lake and add to or take from the cargo as the vessels pass.

VARIOUS INDUSTRIES.

In addition to the cultivation of grain, referred to else-

where, the farmer will find Manitoba unsurpassed as a grazing country. Horses, cattle and sheep flourish and increase abundantly. Excellent horses and graded bulls were long since introduced. High stepping steeds and fat cattle may be seen on all sides, and are held at high figures. Sheep were introduced forty years ago, and are not subject to the rot and other diseases of warmer climates. Mr. Thos. Spence says in his pamphlet on Manitoba (page 30): "Beyond all question, wool would be the best crop to raise for some time to come, for exportation, as the freight on two hundred dollars worth of wool will not be worth more than on five dollars worth of wheat.

TIMBER AND FRUIT TREES.

Many are starting orchards and have satisfactory success with the plum and such smaller fruit, which is indigenous; with the apple only partial success is yet reported, as stated elsewhere. No special inducement to plant forest trees, such as has been tried in some of the prairie States, has yet been offered to settlers, a reasonable supply of timber for the purposes of settlement having been so far found available in Manitoba.

The Minister of the Interior has, however, announced that a scheme to induce the planting of prairie land with trees will be immediately adopted, and cuttings of trees suited to the country furnished to settlers at cost through the Government land agencies. It is to be hoped that this will be generally taken advantage of, and that an

amelioration of the climate will so result, as has been the case most markedly in formerly exposed lands in the Western States after being so protected by wind-breaks. Our Government will, to a great extent, in encouraging this culture, follow the example set in the United States. The law there provides that the settlers may

1. Enter public land up to the extent of 160 acres for timber culture.

2. He must break and plant one-quarter of the land entered.

3. One-fourth of this area must be planted within two years, one-fourth more within three years, and the remaining half within four years from the date of entry.

4. The trees must be not less than twelve feet apart each way, and must be kept in a healthy and growing state for eight years next succeeding the date of entry ; and on the above conditions being fulfilled, the person will be entitled to a patent.

The State of Minnesota has also passed a law to encourage this industry.

From an essay lately published by the Hon. L. B. Hodges, Superintendent of tree planting on the St. Paul and Pacific Line of Railway, it is ascertained that in Minnesota alone, up to the middle of January last, the enormous area of 170,307 acres had been entered under the Acts encouraging tree planting ; and that the success attending the operations so far had satisfactorily proved that this new industry, if prudently and patiently followed up, is even a surer source of wealth than wheat

growing, and without the additional expense and anxiety connected with the latter.

Surveyor-General Dennis, in lately laying a scheme for encouraging forest culture before the Minister of the Interior, quotes from the above mentioned essay, thus :

Mr. Hodges asserts that in Minnesota forest trees properly cared for, at an expense in all not exceeding five cents per tree, have been known to turn out one cord of wood per tree within sixteen years from the planting. He mentions instances of cottonwood, in Minnesota, of seventeen years' growth, from fifty to sixty feet in height and sixty to eighty inches in circumference.

The most desirable varieties for propagation, as proved in Minnesota, are the white willow, the cottonwood, Lombardy poplar, box elder and balm of Gilead. Of these, the cottonwood is the most valuable, being very hardy and of wonderfully rapid growth.

To the various trees for culture mentioned above, should be added, says the worthy Surveyor-General, the following varieties indigenous to the Province, that is to say : the poplar, aspen, ash-leaved maple and elm, the rapid growth of which, under ordinary circumstances, proves that they would abundantly repay for cultivation.

Mr. Hodges asserts as undoubted facts :

1. That, at a trifling expense, the stockyard and buildings on the bleakest prairie homestead may be surrounded within five years by a belt of trees, forming a wind-break, affording an effectual protection.

2. That a grove of trees can be grown as surely as a

crop of corn, and with far less expense in proportion to its value.

3. That ten acres properly planted to timber, and properly cultivated, will, in five years, supply fuel in abundance for a family, and also fencing for a farm of one hundred acres.

4. That apparently worthless prairie lands can, by the planting and cultivation of timber thereon, be sold for \$100 per acre within twenty years.

5. That the net profits of lands properly planted and cultivated with trees will, within ten years, realize at the rate of ten to one as compared with the profits attending the raising of wheat.

Other propositions, even more forcible than those above, are put forth in the essay mentioned, and the author states his ability to prove all he alleges.

It is hoped that Manitoba settlers will follow the example set them in Minnesota.

COAL, MINERALS AND FISH.

The valuable region north of the Red River has yet to be fully made known. That it will be found replete with mineral and other wealth there is no doubt. Hon. Dr. Schultz, in moving, in the House of Commons, on 22nd March, 1876, for Returns of imports and exports through posts on Hudson and James Bays, speaks of the present and possible trade of that country as follows—(Page 773, Hansard Reports):—"There is in these bays themselves and on their shores the possibility of a great trade for

Canada. From very credible sources he (Dr. Schultz) learned that at Paint-Hills and on Paint Islands, in James Bay, there is a vein of magnetic iron ore, which, when examined by a practical English miner in 1865, was pronounced to be one of the largest and most valuable veins of that mineral in existence. Graphite or plumbago, in a very pure state, is also found at the same place. Galena is very abundant along the east coast, and a quantity sent to England was found, when assayed, to contain 80 per cent. of lead and 8 per cent. of silver. Coal is also said to exist near the Little Whale River, and the Esquimaux report iron mines on the mainland near Hudson's Straits. All this mineral wealth is especially valuable because found on the shores and near the excellent harbours of these bays. There is also a very large fishing interest in these regions. Immense numbers of white porpoise or arctic whales annually visit the Hudson's and James Bays, where they enter the rivers, and could in these rivers, as well as on the shores of the Bay be profitably fished. The Hudson's Bay Company, who carried on business in two of these rivers, captured 7,749 of these fish, which yielded 768 tons of oil, worth upwards of £27,000 stg. in the London market. Porpoise skins are also a valuable article of trade, a very superior sort of leather being made from them. On the islands of the bay, seals are to be found in great numbers, as well as the walrus and the polar bear. Salmon are abundant in the rivers, which drain the range known as the South Belchers, and cod fish are also found about Hudson's Strait."

Game and fish are abundant in the Province, and of great variety. The valuable resources of Lakes Winnipeg and Manitoba will soon be developed by the hardy men from Northern Europe and Iceland who have selected their shores as their homes. Saline springs, producing salt of excellent quality, are common near Lake Manitoba and elsewhere, and will be of much value, in a country in which the curing of meat will soon be an extensive and lucrative business. The prairie will for many years continue to be the home of feathered and other game in great variety. We refer our readers to what has been, in other parts of this narrative, stated as to the productiveness of the farther West and of the region north and east of the present limits of Manitoba.

The immigrant is advised to come to Manitoba early in the summer season, not later than in June, though much of the land is locked up at present in reserves for Indians, half-breeds, railway construction, and for particular nationalities or companies whose agents have obtained the right of selection of large adjacent tracts on condition of speedy settlement, yet no one who desires to settle as a farmer will find difficulty, for years to come, in obtaining his farm of 160 acres. These reserves are shown on our map. An office charge of \$10 and three years' actual residence, cultivation and improvement of a reasonable part will be required, and then will be obtained a deed in fee. A quarter section near by will, meantime, if he so desire, be reserved with right to purchase at Government upset price—now one dollar an acre. The planting of

land successfully with trees will probably soon be considered equal to actual occupation for the purpose of securing a homestead, as stated, but the deed will not issue till six years expire from the time of locating. To buy the necessary outfit of a farmer, put up a log house and stable, and lay in provisions till the home supply may be expected to come in sufficiently, will require a sum variously estimated at from six hundred to one thousand dollars.

For further particulars on this head, see the "Practical Information," which concludes our last chapter.

CHAPTER X.

THE GRASSHOPPER PLAGUE : ITS HISTORY AND INCIDENTS—REMEDIES—
ILLUSTRATIONS—OPINIONS OF MESSRS. RILEY, TAYLOR, SPENCER,
MACHAR, NIMMONS AND MENNONITES : HOW TREATED IN MINNE-
SOTA AND ELSEWHERE—PROSPECTS.

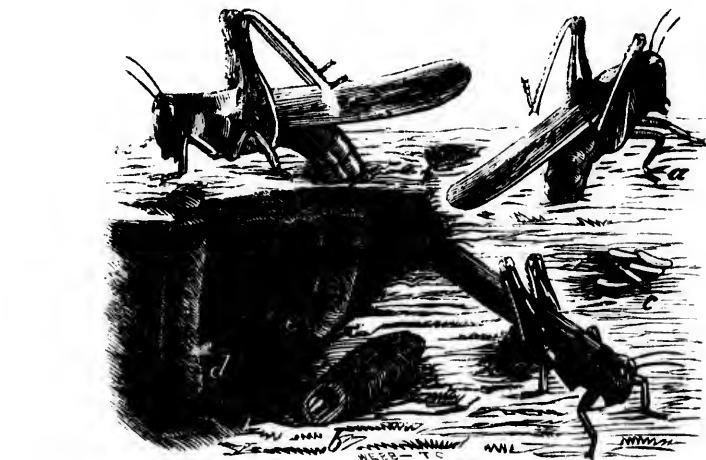
EVERYWHERE we saw traces and heard sad tales of the grasshoppers. Many of the farmers let their fields lie waste rather than plant for them to eat as they had done for two years. In the gardens of Government House and of the Penitentiary, in the old fields at Kildonan and along the banks of both rivers we saw the effects of the ravages. The garden of Deer Lodge was destroyed in a few hours. Mr. McKay had the insects swept up and so filled two bushel baskets. They were scalded in hot water and fed to pigs. It is difficult to form an adequate idea of the numbers that came down and devoured every green thing which they found. One calculating individual gives the following account of his experience :—" When I saw them travelling on the street I took occasion to count a few of them, and found that there were at least twenty to the square foot on an average. That would give sixteen hundred and two millions to the square mile. Now, allowing that they were placed, one behind the other in a row, and each to occupy one inch of space (and allowing that at present they cover say twenty miles in width north

and south, and one hundred miles east and west), there would be twelve hundred and sixty-seven thousand three hundred and sixty millions of hoppers in the Province; placed as aforesaid, they would encircle the earth seven hundred and ninety-one times, and have one hundred and eighty-two millions to spare; or, in other words, they would form a band around the earth sixty-six feet wide.

The insects which are found on this continent are of three kinds: first is the *Caloptenus Spretus*, distinguished by its length of wings, which extend, when closed, one-third of their length beyond the tip of the abdomen; second, the *Caloptenus femor rubrum*, or common red-legged grasshopper, with shorter wings; third, the Pacific migratory locust, *Oedipoda atrox*, more than an inch in length, with several roundish brown spots on back and wings, and a dark fuscous spot behind the eye, which is seldom seen on this side of the Pacific slope. Their habits and the treatment required by each are the same. The first mentioned species, the *Spretus*, or Hateful, locust, is that which invades and devastates the prairies. Their natural breeding ground is in the arid plains of Colorado, Utah, Idaho and Montana, to the south and west of the Mississippi. They are generally, therefore, called Rocky Mountain locusts. From its more northern position, Manitoba is much less liable to their visitation than regions farther South, in the United States' territories and the swarms which, invade this Province are not so dense or destructive. Much attention and learning has of late years been bestowed on this subject in Minnesota

and elsewhere in that part of our neighbours' territory most subject to the pest. We are indebted to the labours of Professor C. V. Riley, (State entomologist of Missouri) and to a report lately published by the authorities of Minnesota, for our illustrations and some of the remarks explaining them.*

Here is the famous rascal of life size, as he is resting himself after a long flight, or digesting the dinner of herbs to which he has so unceremoniously helped himself. Next we see three female locusts who have pierced nest holes in the surface of the prairie, which they cover.



ROCKY MOUNTAIN LOCUST:—*a, a, a*, female in different positions, ovipositing; *b*, egg pod extracted from ground with the end broken open, showing how the eggs are arranged; *c*, a few eggs lying loose on the ground; *d, e*, shows the earth partially removed to illustrate an egg-mass already in place, and one being placed; *f*, shows where such a mass has been covered up.

* See Seventh Annual Report, 1875, on the Noxious, Beneficial and other Insects of the State of Missouri. By C. V. Riley, M.A., Ph. D. Published by Egan & Carter, Jefferson City, Missouri, U. S.

There are usually from thirty to one hundred eggs in this mass. From these eggs the young locust emerges—kicking off a thin white skin which enshrouds it—and the *larva* is at once a locust. As it grows its skin distends till it bursts, and the locust comes forth in a new garment. It is now called a *pupa*; the knobs on its back gradually grow into wings, when it is a full-armed locust. The following picture shows these several stages in the development of the locust after it leaves the egg:—



ROCKY MOUNTAIN LOCUST:—*a*, newly-hatched larva; *b*, full grown larva; *c*, pupa.

How voraciously the young locust feeds; and what a destructive creature he is before, as well as after, his wings appear, we need not recount.

All records of the grass hopper plague prove that their visitations are periodical, that they do not come further east than the Lake of the Woods, and that, in many years, they will not be seen in Manitoba, or if at all, to no mischievous extent.

The Jesuit history of missions in California states, that the year 1722 was disastrous. They came again in 1746, continuing three years; next in 1753, 1754; afterwards in 1765, 1766 and 1767. During this century the periods of greatest destruction were 1828, 1838, 1846 and 1855. The locusts extended themselves in one year over a surface comprised within thirty-eight degrees of latitude, and in the broadest part eighteen degrees of longitude.—*See article*

on Grasshoppers and Locusts of America in Smithsonian Reports for 1858, page 200. Since the settlement of Minnesota, there have been six grasshopper years, 1856, 1857, 1865, 1873, 1874, and 1875. The history of Red River settlement presents a similar proportion of years of suffering and exemption. Since Lord Selkirk's settlement in 1812, the locusts have appeared in 1818 and 1819; then not till 1857 and 1858; next in 1864 and 1865, doing little injury; then in 1867, 1868, 1869 and 1870, and again in these last three years. In 1872, they came too late to do much damage to the wheat which was then ripening.

The last four years have been very unfortunate, there being but one full crop—the average loss being fully one half the crop. Mr. Taylor, the United States Consul, who has given much attention to this subject, estimates that, with the extension of settlement in Manitoba, the average annual loss in locust years will be reduced to ten per cent., the rate observed in the States west of the Mississippi, still more exposed to the pest. Among the means to be used for their destruction, Mr. Taylor first enumerates natural remedies. It is a curious fact that the immunity of any particular district may turn upon the fact of a bright sun and clear sky, through which they move on, while the sun shines in the warm air, but settling down and taking refuge in the shrubs and grass as rain approaches—"Thy crowned are as the locusts, and thy captains as the great grasshoppers, which camp in the hedges in the cold day; but when the sun arises they flee away, and their place is not known where they are."

Nahum iii. 17. Among other descriptions of them in holy writ, the most wonderful is that in the second chapter of Joel, to which we refer our readers. Professor Hind met them near the Qu'Appelle river in July, 1858:—"Here we observed during the morning the grasshoppers descending from a great height, perpendicularly, like hail—a sign, our half-breeds stated, of approaching rain." They were, he adds, excellent prognosticators—a thunder storm soon came on. But, to revert to our immediate subject, the means of relief from the pest.

(1) A fly, resembling the house fly, deposits its larvæ between the head and body, which penetrate and destroy the grasshopper. This fly is the *Tachina* or *Sarcophaga*. (2) The Ichneumon, *Pimpla instigator*, deposits its eggs in the egg-sack of the locust, and when the larva of the Ichneumon fly comes out it sucks the eggs of the locust, destroying them. (3) The red parasites, found near the base of the wings eat into the back, and destroy the insect. These were very frequently observed. Birds—the blackbird, crow, domestic fowl, &c.—make havoc of them. Beasts, too, are used to trample them, when they fall in the evening, in the European plains. In Hungary and elsewhere, horses, camels, cattle, &c., are driven over and trample them. It is suggested that the disappearance of the buffalo has tended to increase their number, as the eggs and young grasshoppers are most numerous on the paths which these animals would take. Next in order are enumerated mechanical means, which, if on a sufficiently large scale and persevered in, have been found, to some

extent, successful. When the soil is ploughed early and deep the eggs are destroyed and the ravages are lessened. The crops should be planted early and may be harvested in time to anticipate the pest. Government may also aid a general effort, as has been for ages done in China, Greece, Italy, Hungary, France and Russia. In Minnesota this has been tried. The bounty system was partially and tardily applied, but with very successful results in Le Sueur, Blue Earth and other counties. Blue Earth county paid in 1875, \$31,225 for 15,766 bushels; Todd county, \$333 for 130 bushels; Meeker, \$959 for 293 bushels; Brown, \$1,600 for 4,525 bushels; Sibley, \$8,784 for 439,225 pounds, and Nicollet county \$25,000 for 25,000 bushels of the full-grown locusts. The total damage to crops by the locust invasion of 1875 is estimated at \$2,000,000.

There is no crop which may be grown with assurance of immunity in a locust year. They prefer unripe cereals and juicy grasses, and, unless hard pressed, will pass peas and beans. These are a valuable and generally sure crop and may be planted as a fringe round the fields, and, especially if a ditch full of water can be added to this green wall, will so protect the other grain by diverting the young insect before it is winged, its most hungry and dangerous stage, from passing the barrier, the more rash and daring intruders floundering into the water and being drowned. If the Manitoba people had used such efforts last year unitedly, where settled close together as at Kildonan, they would have gained much in the result.

It must not be supposed that all the crops were de-

stroyed. No better wheat and potatoes can anywhere be found than were in 1875 harvested at Portage la Prairie, and along the Red River between Fargo and Pembina, and in the neighbourhood of St. Joe, at the south-west corner of the Province. All this is spring-sown, in rich well-drained soil. Efforts in the infested regions, made by settlers and their families during the few hours in which the locust rested, such as building fires, surrounding the field or garden with a ditch into which the insects fall and drown, beating with bushes, &c., have been successful in saving large parts of the crops. The Consul and Mr. Spencer, Collector of Customs at Winnipeg, are among my authorities for this statement.

Since the harvest season we have had favourable accounts from many places where partial crops were saved. In the Boyne settlement in the centre of the Province, a large acreage was harvested, yielding 35 bushels to the acre. In the Pembina Mountain region also a fair crop was cut. Mr. J. M. Machar, one of the Government commissioners who, last summer, spent some months in the Province, gives the following as his experience:—

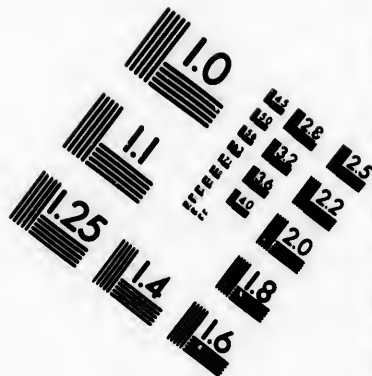
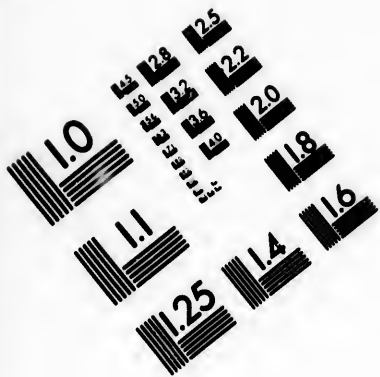
“Between the Assiniboine and the southern shore of Lake Manitoba there lies a district of about ten miles square, chiefly settled and farmed by emigrants from Ontario. Last fall these farmers harvested, in spite of the grasshoppers, a two-thirds crop, *which is better than an average crop in Ontario*. Instead of, as in the parishes of Baie St. Paul, and Francois Xavier, sowing nothing, as did many of their neighbours, or lazily watching the

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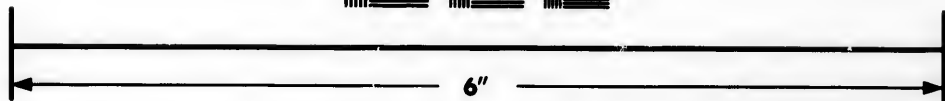
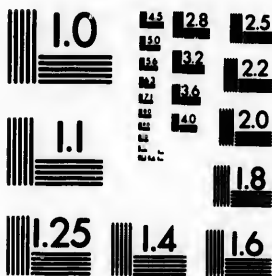
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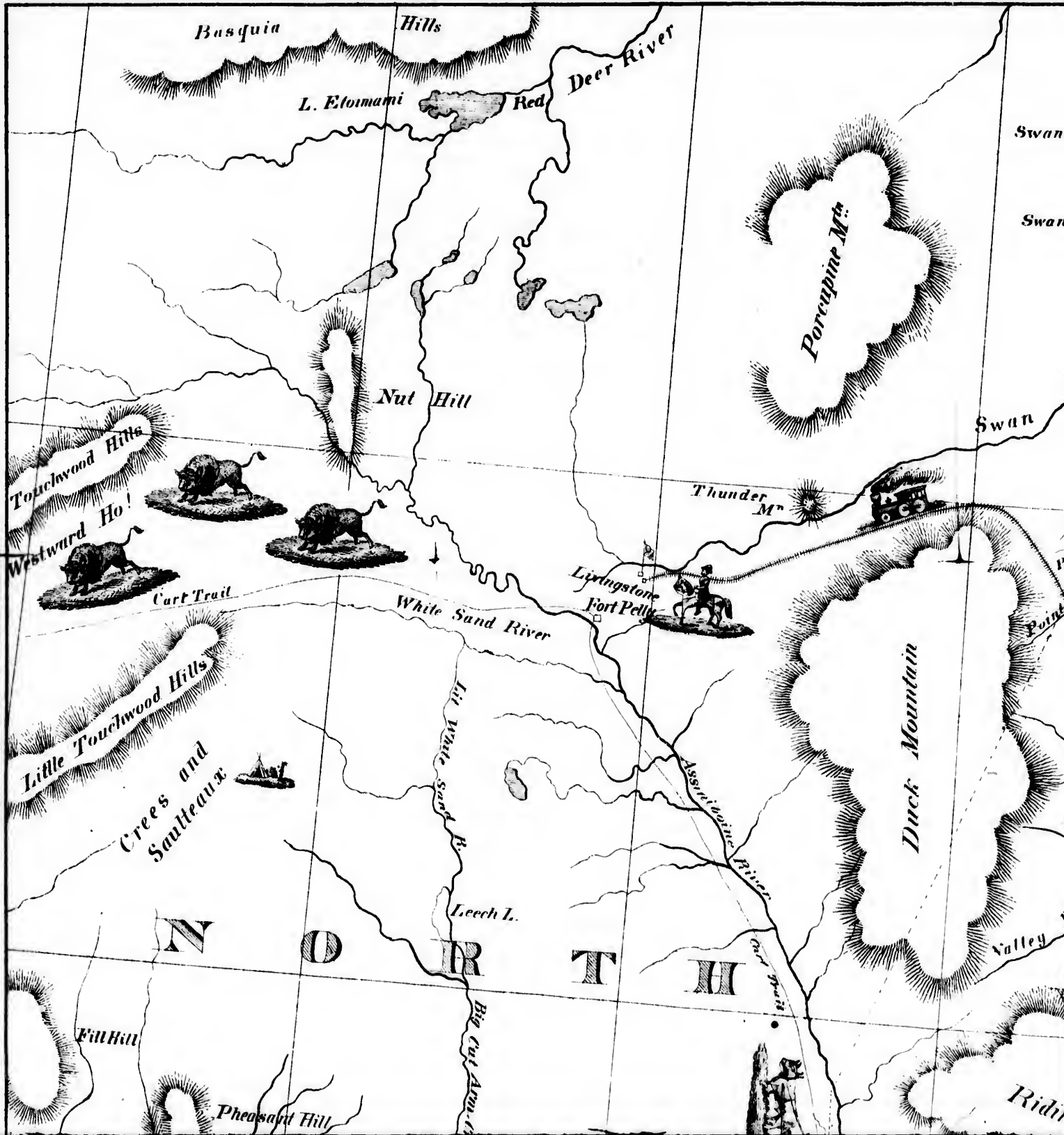


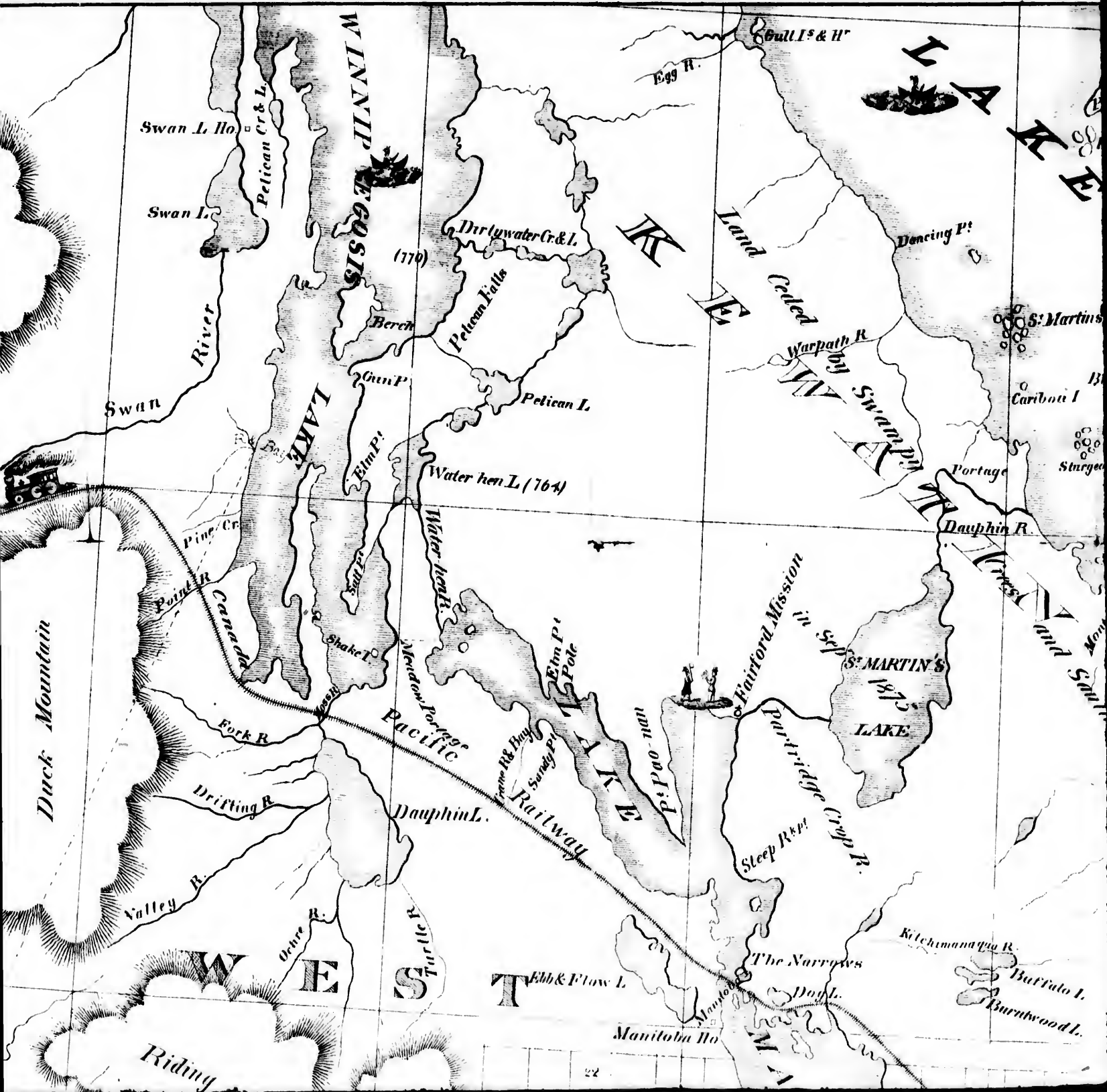
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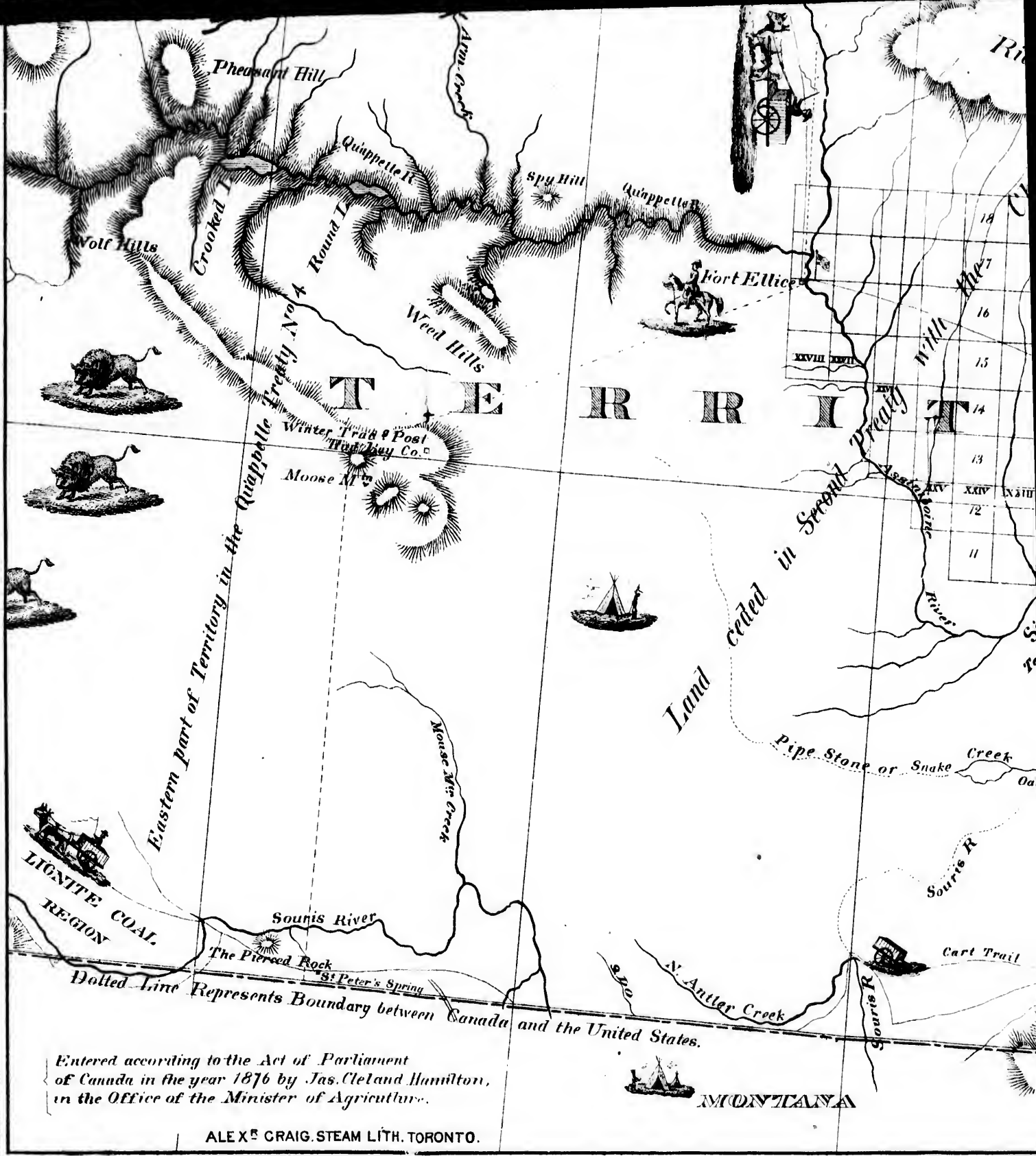
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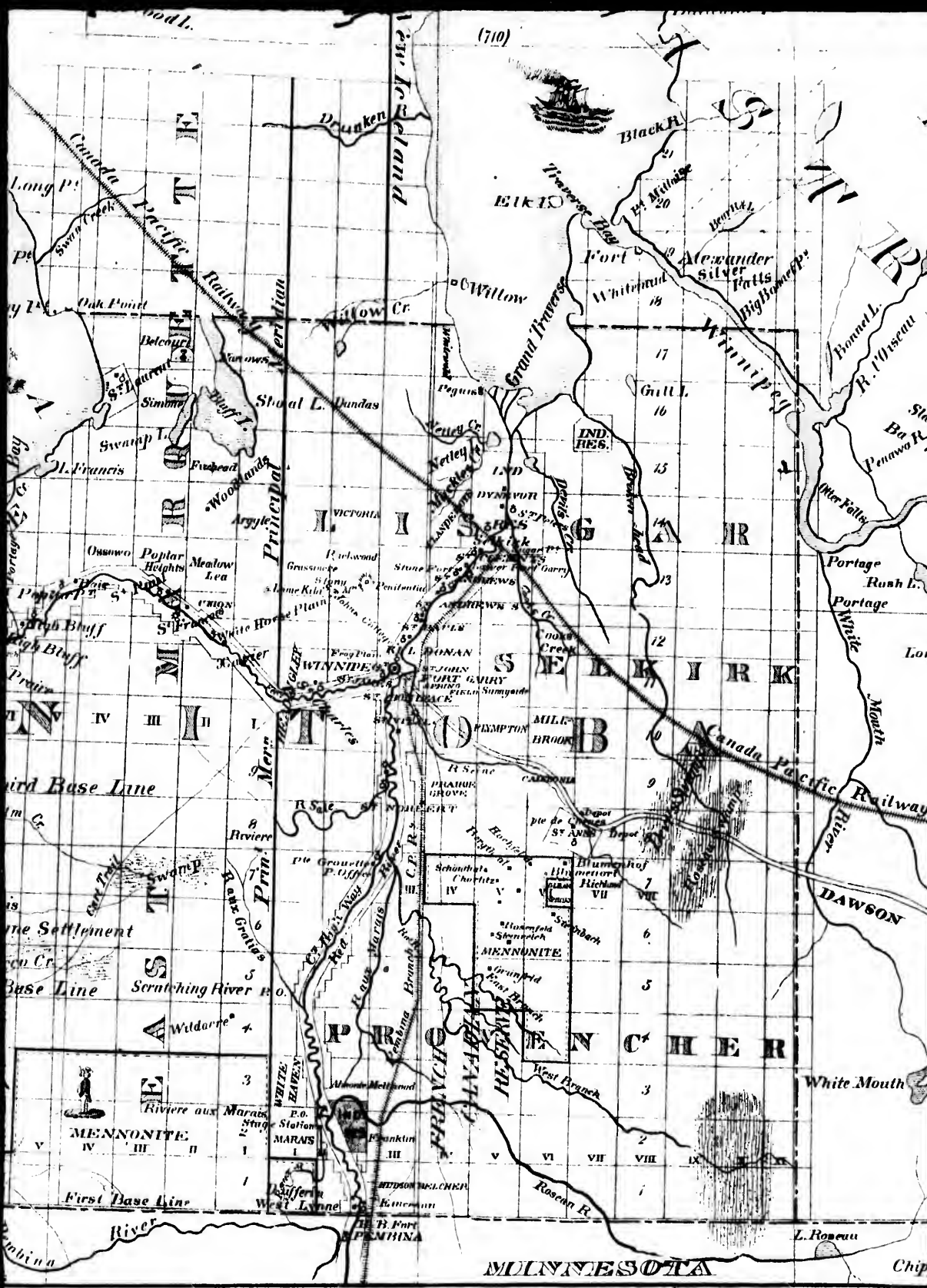


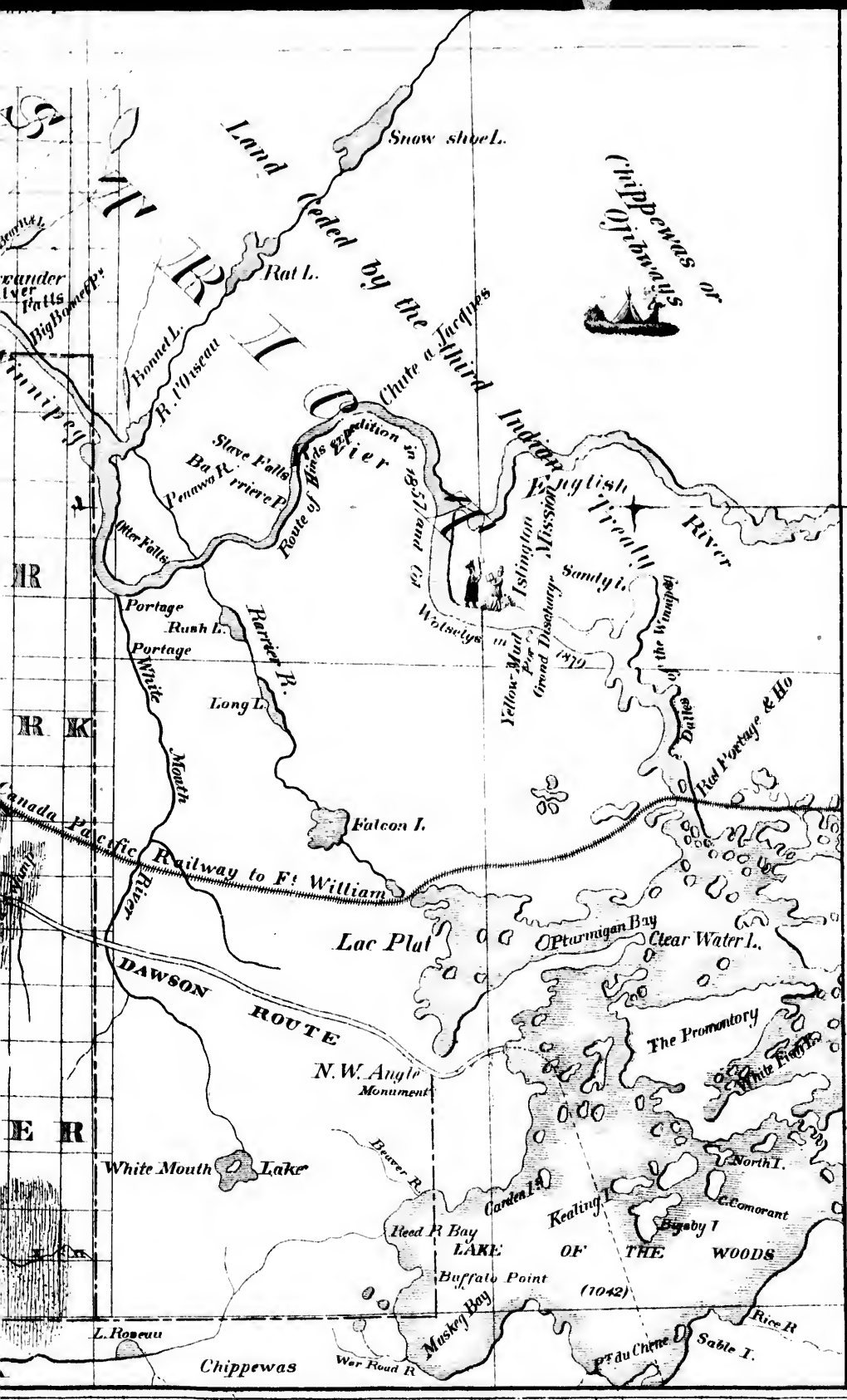


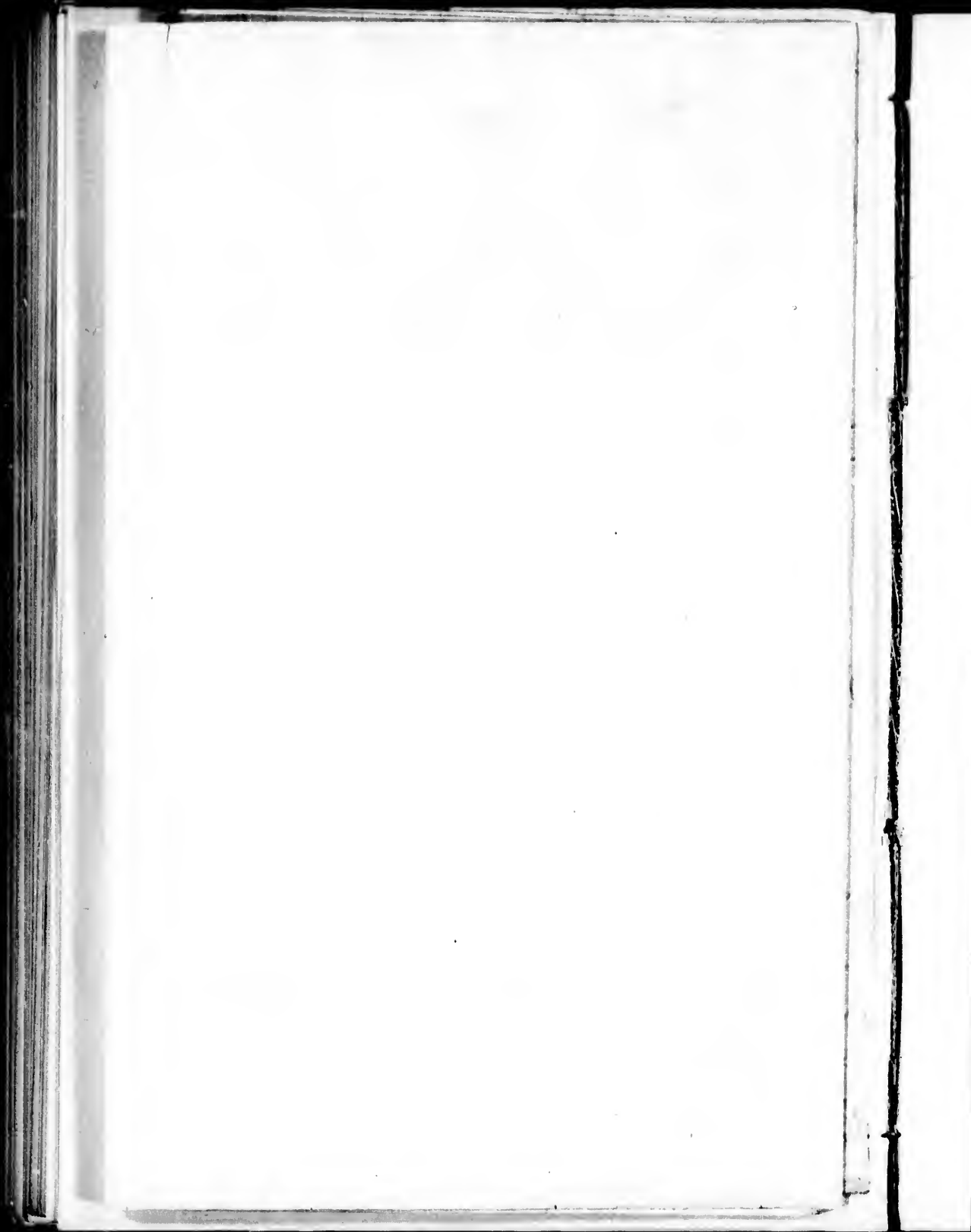
Entered according to the Act of Parliament of Canada in the year 1876 by Jas. Cleland Hamilton, in the Office of the Minister of Agriculture.

ALEX^S CRAIG STEAM LITH. TORONTO.









grasshoppers devour what they had sown, as did most of the others, these brave men sowed in hope, and when the enemy appeared, turned out and fought him. I saw a forty-acre field of splendid wheat at Portage Creek, the property of a family of New Brunswickers named Green. They spread a swath of straw right across the middle of the field. Then, through the long June days, the whole family—four stalwart young men and three young ladies, daughters of the farm, but as truly refined as any of the graduates of our city boarding schools—armed themselves with boughs, and forming in line, drove the ‘hoppers’ before them into the straw. It seems that the brutes have their own idea of comfort, and like to have a bed under them. At all events, they concluded to roost there. When evening came a match was applied, and in five minutes nothing was left of the invaders but their horny coverings, which at the time of my visit in August, still littered the ground in millions. Of course I am not prepared to say whether the ‘hoppers’ were as numerous in that section as they were on the Red River, where, in June, I saw them sweep all before them; but in view of these results, and of the successful campaign of last summer in several of the Western States, one cannot help thinking that whatever Government may do should be in the direction of encouraging and helping people to help themselves.”

We did not meet any who had tried the edible qualities of the grasshopper, but Dr. Riley declares in favour of such diet, and describes the most epicurean methods of

preparing it. The insects yield, he says, an agreeable nutty flavour when, the legs and wings being removed, they are fried in butter. Palatable soup may also be made from them. The Indians catch, roast and eat them, and in the East, the Arabs esteem them a delicacy.

Dr. Riley does not regard John the Baptist as so badly off in the way of dainties, as we are accustomed to consider that prophet of the wilderness, whose food was locusts and wild honey.

That the farmers of Minnesota and Dakota were wise, in sowing as usual in the spring of 1875, we had ample proofs as we passed from Winnipeg along their broad fields ripening with a rich harvest. The vessel in which we sailed from Duluth carried in her hold 5,000 barrels of Minnesota wheat flour, and had to leave as many more for the next boat to carry. Mr. Nimmons, who settled in 1869 about six miles north-west of Winnipeg, furnishes a worthy example, which some older settlers would have done well to follow. He has a fine farm of 320 acres, or half a section, and last autumn found a ready market in Winnipeg for some hundreds of bushels of potatoes. Starting without capital he struggled on through difficulties, and then had nearly 100 acres broken, and 50 acres under heavy crops of barley, wheat, oats, peas, turnips and potatoes, for all of which he obtained good prices. A sample of his last year's wheat of 66 pounds to the bushel has gone to the Centennial. When asked how he had escaped the grasshoppers, he answered that he had fought them in every

stage of their growth, commencing the previous fall by ploughing and reploughing their eggs under the ground, thereby preventing them hatching; but, of course they came on to his fields last summer from the uncultivated prairie in myriads. These he battled against by fire, and by driving, so successfully as to save nearly his entire planting. Mr. Nimmons summed up the matter by stating it as his belief that the grasshoppers may be met and conquered by hard work and common sense means; and that in closely-settled neighbourhoods, if each occupant does his share, a fair crop may always be counted upon. As this opinion tallies with the experience of Messrs. Tristan and Morgan, of Headingly, and that of many others, and indeed is but to repeat the history of the plague in other lands, we have no doubt it is correct.

It is generally hoped that but little of this plague will be felt for some years in Manitoba. The grounds for such confidence are the historical facts as to its periodicity stated, the great numbers of the parasites found on specimens examined, and the fact that the locusts flew off without depositing their eggs. In lands where nature has dealt with less lavish hand, the farmer might well hesitate to embark his means and labour in tillage, but the great returns which the marvellous rich, deep soil of this Province will yearly produce, will doubtless allow an ample margin for periodical losses from this plague, and these losses too may be anticipated, and to a great extent met and lessened, by united skilful effort, when the lands

become settled, as no doubt they soon will be, with industrious farmers using all modern means of agriculture.

The Mennonites, coming from a land where this pest is not unknown to settle here, should convince us that it is not to be too much dreaded. No settlers can be found more shrewd and capable of selecting a good home and forming opinions as to agricultural matters, than they. They are quickly occupying the beautiful townships assigned them on either side of Red River, between Winnipeg and Pembina.

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CHAPTER XI.

FROM THE OLD TO THE STONE FORT—POINT DOUGLAS—FROG PLAINS
SEVEN OAKS—HOPES THAT FLED—THE FLOODS—TAIT'S CREEK—
KILDONAN—THE HALF-BREEDS, THEIR HOMES AND PROSPECTS—
HAY PRIVILEGE—THE STONE FORT—PENITENTIARY—SELKIRK AND
THE C. P. R. CROSSING—A NEW CITY—STEAMBOATS—PEGUIS—
TRADE—CLANDEBOYE SETTLEMENT—OLD FRIENDS.

THROUGH the kindness of Mr. John Rowan, engineer in charge of the C. P. R. construction here, I enjoyed, behind his fine bays, a visit on the 18th of August to several places of interest. Our way was along the west side of the Red River northerly. Leaving the new market bridge, we drove on Main street for half a mile between rows of neat frame houses, past the Wolseley House, late an hotel, now the College of the Presbyterian Church, in which Professors Bryce and Hart are doing a good work. Main street is here a fine level two chain, or 132 feet road, well graded and surface-drained. A few minutes more bring us to the Shultz-Pritchard estate, which runs from Main Street back about two miles. Next is the Magnus-Brown estate of the like extent, with its broad Burrows'-avenue and some houses and gardens. After this is a property of some chains in width which has not been put in the market, and then a plot of thirty acres of flat prairie which has been selected for a cemetery.

Between this part of Main Street and the river are the pretty residences of Dr. Shultz, Mr. A. W. Burrows, and

others, and behind them are seen embowered in trees, the house of Bishop Machray and the English Cathedral, Church and College of St. John. These are beyond Point Douglas, and form a village of some extent and much natural beauty. We also see, on the same side, the substantial residence of Mr. Inkster. Near this was fought, in the days when the Nor'-west and the Hudson's Bay Company strove for mastery, the battle in which twenty of the adherents of the latter Company fell. This, with Kildonan and its history, will be referred to again as we come to speak of the Hudson's Bay Company and the fur trade. The region, over which we are now passing, is indeed the classic ground of the Province. Five miles more of driving on the level, varied only by an occasional coulee, or gully, formed by spring floods in the plain, bring us to the Scotch Settlement of Kildonan, with its stone church and school-house, where the Rev. Dr. Black, the venerable pioneer of the Presbyterian Church in Manitoba, officiates. The country adjacent is well fenced and farmed, and in the hands of the most independent class in the Province, many of them descendants of the emigrants who came out under Lord Selkirk.

Before us was here seen a narrow line of vapour hugging the ground, isolating the trees, and making them leap fantastically from the ground. This is the mirage of the prairie.

We were never on this drive without the sight of trees, mostly poplars, with tufts of willows, hazelwood and vines. They line the river's edge, and that of every

stream that runs into it; in the prairie, too, little green clumps appear every half mile, and in some places an undergrowth of young trees has sprung up thickly. This has been the result of but a few years. Old settlers say, that not long ago the prairie grass and flowers were the only green things visible. To the left, at a distance of eight miles, we see the white brick walls and towers of the new Provincial Penitentiary in course of erection. The rising ground on which it stands is Stony Mountain. (This and Pembina Mountains so called, are really not mountains or even hills, but parts of the plain elevated a few score feet above the main surface in broad terraces.) The object in placing this building so far away from Winnipeg is, probably, that the inmates may work quarries of stone. We now pass the residence of Mr. Stewart, a retired officer of the Company, who accompanied Dr. Rae in his Polar journey, and here we notice that the ground is marked over at regular intervals with small numbered stakes. We are, in fact, in an embryo city that perished unborn. A trial survey of the Canada Pacific was made here in 1871, when it was proposed to run the line south of Lake Manitoba, along the Assiniboine. Forthwith, the sanguine proprietor laid out his land in lots, called streets after his relatives and friends, and made ready for fortune. The great road, however, after due consideration, did not approve of the lay of the land, looked for higher ground, and its engineers withdrew to find the proper height of land at Selkirk or Mapleton a place twelve miles further down the river.

We cross Tait's Creek, not a very great landmark, you may say, but a very important one nevertheless. And why? Here the waters of the flood were stayed. It is also, as we know, solemnly agreed and provided that the great road shall pass through the Province. Why, then, lay it more than a score of miles away from its only city, its centre in every respect? Patiently, read the answer, dear reader. As we now enter upon higher land, observe, and you will find that the river's banks take a bolder aspect, with a stony bottom. Three times, in the memory of men still living, has the Red River covered all the plain over which we have trotted. In 1826, 1852 and 1861 its waters crept up and up till boats were used in the Fort at Garry; The foundation of one of the stone towers was so undermined that it still leans over from the perpendicular; The dwellers in these level lands fled to higher plains, or took refuge in upper stories of strong houses, and saw their household goods and fences swimming round them in sad confusion. The high land, on which we now travel, continues to the Eagle's Nest, ten miles below the Lower or Stone Fort. This the skilled eye selected as the appropriate bed of the great road, and through it our readers may, ere many months pass, hear its whistle. But is the ambitious little city to be in yearly danger of the rising angry waters? Nay, say its inhabitants, the banks are wider, the river's course is broader, the country has become dryer. This, too, said to me a good priest at St. Boniface, as he pointed to the banks and assured me there was now ample room, and that no

cause existed to fear anything more than a slight wetting of the surface. The fall to Lake Winnipeg is about half a foot per mile in the course of the stream. When the wind blows on the lake, its effect is felt far up the river, damming it back and raising its waters; and this is still more the case when in spring its surface is covered with a heavy coat of ice.

Thus far we have gone along the high-road—the king's road of old maps—at a distance lately of a mile or more from the river. Now we run to its side. We have left a quiet prairie where houses and people are scarce; now we pass house after house, all of a like simple style—of hewn logs, one, or one and a half stories in height, with shingled or thatched roof, doors near the ground, round mud-built oven and root-house in the garden, and cattle shed in rear. Dark-looking and plainly dressed women and black-eyed children, all seeming to prefer squatting on the grass, floor, or even the bare black ground to using any chair or stool—scarce articles here—the dark hair falling in twists down the back, tied with bows of gay ribbons; feet moccasined or bare. The whole river's bank, for mile upon mile, seems a long street with houses on but one side. Thus, in old days, the half-breeds, descendants of hardy traders and settlers who married squaws, settled close together for mutual protection, near the water, where they caught their meat, and in which, in light canoes or dug-outs, they sped in quest of game or for supplies and to barter at the Fort.

Their holdings were narrow, and as families increased,

a new house was often built beside the parents' and the land divided longitudinally. The farm lot extended back two miles. For a like extent in rear each settler was accustomed every fall to go out with his scythe and ox-cart, and cull the best of the long grass. Thus arose the peculiar title called "hay privilege." The Dominion Government has, dealing justly and generously, confirmed these old settlers in their title to the whole tract of land held or used behind each residence, so that the lots fronting on the Red and Assiniboine Rivers are often of only a few chains in width, but four miles in depth. This will be found an inconvenience, as the country settles in rear, but will be cured in time by new arrangements of contiguous sub-divisions. Much more like their wilder than their Saxon parents are most of these simple people in their rustic homes. The men move with a swinging, slouching tread, their toes often turned in. They love fishing and hunting. Though possessed of the finest land on the continent, it lies idle, or if tilled, it is in the most meagre fashion. The peasant women—pretty brunettes when young, too soon look old and haggard through exposure and dislike to wearing any sufficient covering from the sun. They are more skilful than squaws in the making and embroidering of moccasins and white moose-skin slippers and basket work. A retiring race, they feel the pressure of the white man's course. Before long they will have melted away from the Red River and Assiniboine, and must be sought at the far interior forts, by the banks of the Saskatchewan and Peace rivers and

their tributaries. Their pleasant riverside sites are, one by one, passing into the hands of new comers. Yet while we thus refer to the Metis as a class, let us not forget that there are, and will continue to be, a large number of able men and valued members of society, of this mixed race, in the Red River country. In the Houses of Legislature, as traders and business men, and as fair cultivated ladies in hospitable homes, we meet them. We may mention especially, of French half-breeds, the Hon. Charles Nolin, lately Provincial Minister of Agriculture and Emigration; Pascal Breland, Pierre DeLorme, and Mr Gingras, all prosperous merchants and traders; and of the English and Scotch half-breeds, Hon. John Norquay, Hon. John Sutherland, Senator; Hon. James McKay, and Mr. R. Tait, the miller. The newer element is represented in the Provincial Parliament by six out of twenty-four members, the others being of this old stock.

Again we seek the higher road, sacring the blackbirds and hearing the whistle of the prairie hen as we pass. Along the well-beaten track are poplar poles on which are carried the single wire that can in a moment tell our case ten thousand miles away: thus does the telegraph precede the train. On some of the green posts we see bunches of leaves, the dying sap making a last effort at animation. Ox carts go creaking past, poor Lo sulks silently along, the ground squirrel drops into his hole, and the hawks soar higher as they hear our wheels. Here and there is a white patch on the black ground, where the alkaline solutions held in this wonderful deep soil, have

come to the surface and dried. It is noon as we approach a stone enclosure evidently planned for the like design as the old Fort, at Garry; this is the Lower or Stone Fort. Its walls are not so high as those of the other, and are evidently incomplete, as they are not coped, but crumble at top. They are of limestone, which is abundant in the bed of the river close by. Small towers grace and guard the corners. It faces the river, and contains half-a-dozen store-houses and a general shop. The area within is probably of three acres. At the north side is an oblong building, of no great size, of hewn logs, and doubly surrounded with walls. This is the miniature temporary Penitentiary of the young Province. Within are accommodations for the twenty-three prisoners and the guards. We never entered any place where more neatness, cleanliness and order prevailed. Most of the prisoners were out in the yard and garden, clad in white, with "P. P." stamped on them, working under orders of armed guards. All were male. Among them were three Sioux Indians, from the Portage band, all restless fellows when brought in. They each attempted to escape, but now are among the best workers. We were shown a pair of stout boots made by one of them. The Warden, Mr. Bedson, conducts the establishment with little expense to Government, and with honour to himself. At his pretty residence, "Daisy Lodge," across the road, we saw the giant head and antlers of a moose, and a great variety of skins of wild beasts and birds, and experienced true Nor'-west hospitality.

Mr. Bedson will, no doubt, make his mark in the Prairie Province. An Englishman without fortune, he was sergeant in the army when eighteen, and came to Winnipeg as quartermaster-sergeant in the Second Battalion, under Colonel Wolseley. This officer, having made his way from Thunder Bay, arrived at the Stone Fort on the 22d of August, 1870; only the Regulars were with him, the Militia Companies being still struggling through the Winnipeg. The advance was however made up the Red River. Riel's headquarters in Fort Garry were reached on the 24th, but the bird had flown; the Union Jack was hoisted, and Manitoba became in fact, what it had been in name only before, a Canadian Province. The large garden of the prison had little living in it, save a tame bear fretting at its chain. The grasshoppers had here nibbled many a sweet morsel, and left all bare behind them. A second growth was, however, making fair progress. In sight of the Stone Fort, with a commanding view of it and the river, is the summer residence of Mr. Thomas Howard, M.P.P., a very pretty place. The banks are here high and clean; passing up we see the neat English Church (St. Clements) between our path and the river. We notice a bit of canvas fluttering in the wind, and, approaching, find it is the covering of an Indian child's grave. Traces of other graves are visible. The body having been interred, the grave was covered and guarded with a fence of small logs placed over and around it; such articles as the deceased was supposed most to need in the next world were then placed

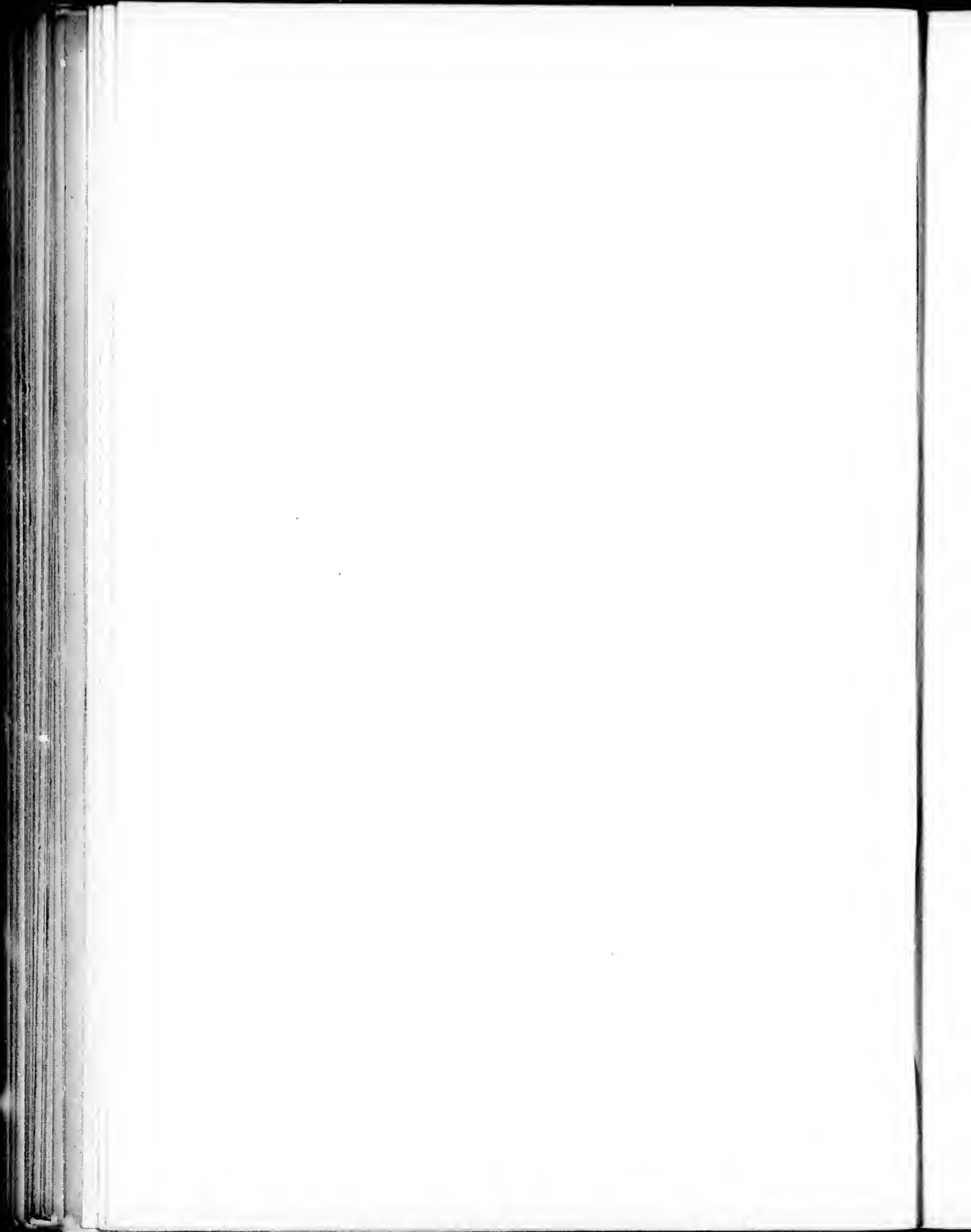
on top, and all was covered with the cloth raised in the usual shape of graves with us. Alas! poor ghosts; soon destined to be scared from your resting place by the shrill whistle of boat and steam-car, and all traces of your tombs obliterated by the advancing tide of the white man!

The river now curves to the east, but soon returns in banks 700 feet apart, forming a semi-circle. This is Sugar Point. Here, in spring, the ice floe coming down is broken, and the force of the stream is lessened. The chapel we see, marks the place of the crossing of the great Canada Pacific Railroad. A rope is stretched from bank to bank to aid the passage of the scow that serves for ferry. The work of Sifton & Farewell (the contractors on this end of the line), is seen in the long clearing through the trees and the telegraph line extending westerly. Mr. Sifton's substantial wooden house and some workshops are here, and the company's shed is seen on the opposite bank. The banks are adorned with beautiful groves of soft maple, elm, oak and poplar. The stream must be here bridged, and that will be a large item of cost, owing to the length and the fact that a draw must be provided to permit of the passage of the lake and river craft. Twenty miles above is Lake Winnipeg, a great inland sea, with an area of 9,000 square miles, into which flow mighty rivers; on the North-west, the Saskatchewan; on the East, the Winnipeg and Beren's River; and on the South, the Red River, on whose broad banks we stand. Hardy Icelanders are settling on its westerly shores, attracted by

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INDIAN GRAVES,



its unsurpassed fisheries and rich soil. But let us look further about "the crossing."

Already is heard the noise of the hammer and blacksmith. Several residences and stores are up or in course of construction. The Pembina branch passing up from Winnipeg will, as just decided by the Government, soon, on the opposite or easterly end of the bridge, crossing here, join the main line from Thunder Bay. The surroundings seem to mark the site of what may in future become an important city of the Province. The ground, which, rising fully twenty feet above the river bed, forms a dry, well-wooded plateau, has for many acres around, been secured and laid out in lots by some Winnipeg capitalists. A prettier or more promising location can scarcely be conceived than this, called Mapleton on the Government map, but by its founders Selkirk, in honour of the old nobleman, who induced so many of his hardy countrymen to seek fortune in this then unknown region. North of Selkirk, between the river and its left bank, is a lagoon of a mile in length, now the resort of wild fowl, but destined to be a harbour and dockyard for the lake shipping. A beautiful wooded island is at its northerly end. We come in sight of St. Peter's Church, in the parish now called Dynevior. Eight miles above, on the east highland, before the river forms three branches and is lost in the lake, is the site of the prospected town of Peguis, which may wait further notice from the historian of the future. Yet this region above Selkirk is already no *terra incognita*. A steamboat was launched on the

lake near by, and made her trial trip during my stay in the Province. Arrangements are also being made by the Government and the Company to place vessels of light draught on Lakes Manitoba and Winnipegosis. In July, 1875, the Company's steamer "Northcote" successfully made her first trip to Edmonton, on the Saskatchewan. But little blasting and dredging is needed to make the river easily navigable for larger crafts from Winnipeg to the lake of that name.

Over the prairie and through woods and willow bushes of some growth, to the west of the river, we push our way some seven miles, seeking the Clandeboye settlement and Muckle's Creek. A wild, rolling land, in which many fat cattle and a flock of a hundred sheep are grazing; prairie chickens start up under the horses' feet, and hawks circle above them. Passing the track of the great road as surveyed, on the now proposed route through the Narrows of Lake Manitoba, and under the telegraph wire, we come in two miles more to the houses and barns of Messrs. Alexander Muckle, J.P., and Robert Muckle, a beautiful and romantic place, uniting the desiderata of good land, prairie, wood and water privileges. The creek that passes through the estate is twenty feet in depth and navigable by Red River steamers. On its bank, within gunshot of the house, were wild duck and plover. A hawk flew down almost at our feet and tried to carry off one of Miss Minnie's chickens. He last rested on a tree near by, whence he fell screaming, pierced with deadly lead from Mr. A. Muckle's gun. His wings are

now spread in our sanctum far away from the fatal tree.

We refer thus to the beautiful home of these kind friends and their amiable mother, as there are many readers in Ontario, Quebec and elsewhere who will be interested in learning of their happiness and prosperity. This, too, furnishes a ready example of one of the thousands of choice sites for rural homes, with rich grain, meadow and pasture land, that lie ready for the industrious immigrant.

CHAPTER XII.

THE HUDSON BAY COMPANY—THE SELKIRK SETTLEMENT—THE FUR TRADE—NORTHERN NIMRODS—THE NORTH-WEST COMPANY—FORT WILLIAM—LITTLE YORK—THE GRANDE PORTAGE—EARL SELKIRK—BOLD ADVENTURERS—WAR OF 1812—SPEECH OF MR. DAWSON, M.P.P.—FIGHT AT FROG PLAINS—FALL OF GOVERNOR SEMPLE AND PARTY—TRIALS AT YORK AND QUEBEC IN 1818—SONG OF PIERRE FALCON — DE REINHARD'S CASE —ASSINIBOINE A CROWN COLONY—ITS POPULATION—UNION OF THE COMPANIES—EFFECT ON INDIANS AND OTHERS—EVIDENCE OF COL. CROFTON AND ADMIRAL BACK—GOVERNORS AND JUDGES OF ASSINIBOIA—THE GOODS TRADE—HARD BARGAIN—STATISTICS OF TRADE—ST. PAUL AND ST. LOUIS GET A SLICE.

THE chronicles of the fur trade in the North-west are divided into four periods:—First, From the Treaty of Utrecht in 1714 to 1763, in the hands of the French; Second, From 1563 to 1821, when the Canadian and the English companies held joint and rival sway; Third, From 1821, when the companies united, until 1870, when the North-west became part of the Dominion; Fourth, The present period, in which the company's trade in land and goods will equal or exceed its fur trade, the last having ceased to be a monopoly.

The history of this trade is full of romance and adventure. It was carried on by men who feared exposure, hardship and danger as little as did those who, seeking a

short way to El Dorado, braved the open Polar sea. It was begun by French adventurers before the American Revolution. Sir Alexander Mackenzie, in his history of this trade, published in 1801, remarks that it requires less time for a civilized people to deviate into the manners and customs of savage life, than for savages to rise into a state of civilization.

Such was the event with those who accompanied the natives on their hunting or trading excursions, they became attached to the Indian mode of life, and lost all relish for their former habits and native homes. In the earliest history of New France we find them hunting and fishing on the Saguenay, Tadousac being their chief trading post. The Ottawa country next was penetrated, and thence they passed to the west and north of the great lakes. Some became a kind of peddlers, *coureurs des bois*, and were middle men between the Montreal merchants and the Indians. Setting off from Lachine in birch bark canoes, the frailest yet most fit vessels for so great a journey, when propelled by these skilful voyageurs, laden with goods to the water's edge, they were absent for from a year to eighteen months, during which time they merrily toiled with paddle over the rivers and along the margins of lakes, carried great burdens across portages, finding their food on the land or in the water, with gun and spear, or subsisting on pemmican, the flesh of the buffalo, boiled fine and mixed with its tallow, and occasionally flavoured with wild berries. Sometimes Indian corn similarly prepared took the place of the buffalo meat.

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They were careless of danger and never knew fatigue. Trading posts and stations were established at important centres, some of which were in time surrounded with palisades and armed.

Owing to the great length of the journey it was also divided ; those who hunted or dealt direct with Indians, meeting those who dealt with the capitalists of the trade at certain trading posts. In time the Grand Portage on the north shore of Lake Superior was made a chief depot and place of exchange. This was the case before, and when the Nor'-West Company was established. Here the "Northmen" or "Winterers" as were called those from the Indian country, with their furs, met the canoe men; "Pork-eaters," also "Goers and Comers," they were named, who performed the journey between the Grand Portage and Montreal. The Northmen were regaled with luxuries from the larder of the Pork-eaters and the Company, settled their accounts, and after a fortnight of pleasure were off again for another long trip to the fur regions. Thus meeting only occasionally, and then in this wild place, with civilized men, it was not strange that the Northmen forgot the manners of their eastern fathers, lived when away as did the Indians, took their daughters as wives, and became the fathers of the Metis, the hardy mixed race found in Manitoba and the territories, and which now numbers many thousands.

Mackenzie gives an instance of the strength of the canoe men, stating that he had known some of them set off, carrying two packages of ninety pounds each, and return

with two others of the same weight in the course of six hours, being a distance of eighteen miles over hills and mountains.

The traders from the far off Athabasca country did not come to the Grand Portage, but were met by the Pork-eaters at Rainy Lake, where they got supplies and exchanged ladings.

A half military discipline was observed, and much respect paid by these people to the men in command, whether *en route*, or at the forts and posts.

Twelve hundred men, says Mackenzie, were sometimes assembled at the Grand Portage, indulging in the free use of liquor and often quarrelling with each other, yet always shewed the greatest respect to their employers, who were comparatively few in number.

The south end of this great carrying place is now in the State of Minnesota, where its north-east corner juts into Lake Superior, due west of Isle Royale, and at the distance of thirty miles from Fort William.

It ended at Pigeon River, where the voyageurs again took canoes and passed on by the series of lakelets and streams that lead to Rainy Lake, and thence to the Lake of the Woods.

The country was all under French sway, and so continued till the Treaty of Versailles, in 1763. Among their many forts were Fort Charles, at the Lake of the Woods; Fort Dauphine, at the head of Lake Manitoba, and Fort de la Reine on the Assiniboine; Fort Bourbon, at the head of Lake Winnipeg, and Fort Rouge on the site of

the present town of Winnipeg, a few rods north of the present Fort Garry. Thence they extended westerly to the Saskatchewan and the north, and this was long before the Hudson Bay Company had wandered from their more northern regions, or dreamt of the claim to so great and valuable a part of the continent, which has been the creation of later years.

The Sieur Varennes de la Verandrye, a Frenchman of distinction, was the first white person who explored and described the Lake Winnipeg region. The family of this traveller is yet represented in Lower Canada by that of Sir Etienne Paschal Taché, late Premier of Canada, and by Archbishop Taché, of St. Boniface. This was in 1731, He penetrated west to the Swan River and Saskatchewan regions, and was soon followed by others.

Says Mackenzie, page XI, "The Hudson's Bay Company in the year 1774, and not till then, thought proper to move from home to the east bank of Sturgeon Lake, in latitude 53 deg. 56 min. north, and long. 102 deg. 15 min. west . . . From this period to the present time they have been following the Canadians to their different establishments." At page LXXIII, he says: "The French had two settlements upon the Saskatchewan, long before, and at the conquest of Canada, the first at the Pasquia, near Carotte River, and the other at Nepawi, where they had agricultural implements and wheeled carriages." Much ill-will towards the English had been instilled into the Indians by the French, and for some years after the cession of Canada to England, fear of the aborigines de-

terred the English from going far into the country and the fur trade languished.

Good prices were a strong inducement, and in twenty years an army of traders and of their employees were so again engaged. The young men of Canada looked to employment in this trade as their surest means to advancement and competency.

In the year 1793 the merchants engaged in the trade formed, says Mackenzie, a junction of interests, under the name of the North West Company. The management was entrusted to Messrs. Benjamin and Joseph Frobisher and Mr. Simon McTavish. Mr. Peter Pond was afterwards added to their number. The trade was so consolidated and directed by able men, and the company thus formed was for thirty-eight years, and till its consolidation with the Hudson Bay Company, one of the most powerful combinations in Canada. Their trade was carried in schooners on the great lakes. The old French posts and forts were in their hands. Fort William, on the Kaministiquia, became one of the most important of their forts. In its ancient store-rooms, which have wooden or stone walls as thick as those of the old houses in Quebec, may still be seen arms of ancient make, gilt knee and shoe buckles, and other dress articles such as the partners, commanders and other officers of the Company in the time of the Georges wore. A high palisade, of posts set on end, surrounded the enclosure, and was only removed, and replaced by a neat picket fence, within a few years by the present officer in charge. The ser-

vants of this Company were estimated at 5,000 men, with sixty trading posts, in 1815. They passed along the North shore, through the Village of Penetanguishene, and County of Simcoe, down Yonge Street, the main entry to Toronto (then Little York) from the north, and which roadway they helped to construct, as by it their goods often found their way to Lake Ontario.

Our chart of the region between Lake Superior and Manitoba, shews the course of the old voyageurs westward from the Grand Portage ; following the Rainy Lake and river stretches. The international boundary now pursues this route, running, in an arbitrary course, across the Lake of the Woods to the North-West Angle, then falling southerly till it strikes parallel No. 49. Part of the lake, and of the land on its western shore, is thus put under the American flag. We have no arrangement with that nation to hinder their erecting a fort or custom-house on this important projection into our territory, nor any provision to facilitate improvements, or management of the water courses.

As the country settles and this route increases in importance, a new difficulty, such as that of the Haro straits, may arise. We humbly hope that the next noble and learned commissioners who undertake to negotiate treaties, in which Canada is concerned, will have more accurate knowledge of the geography and history of the regions in question than did those who, acting on imperial instructions, and, so far as their limited knowledge guided them, in imperial interests, have heretofore settled our

international boundaries, by giving away whatever was in dispute, or specially coveted. But, to return to the story,

In 1788, says Mackenzie, the gross amount of the adventure for the year did not exceed £40,000, but, by the exertion, enterprise and industry of the proprietors, it was brought, in eleven years, to triple that amount and upwards, yielding proportionate profits, and surpassing, in short, anything known in America. In 1798, the shares were increased to forty-six, and new partners were admitted. Most of the furs were sold in England. Some were sent to China and the East through the United States, or in ships of the East India Company, and traded for tea and other commodities; but a loss of £40,000 was experienced in the latter venture in the four years preceding 1796.

The employees of the North West Company had no insignificant part in the war of 1812. A military post, for the protection of the fur trade, was established by order of the Company and General Brock, on the Island of St. Joseph, in Lake Huron, under command of Captain Roberts.

On the fifteenth of July, Roberts set out with his little army of forty-two regulars, three artillerymen and one hundred and sixty voyageurs, half of whom only were armed with guns, and two hundred and fifty Indians. On the seventeenth, they landed near Mackinac, which was garrisoned by sixty soldiers under command of Lieutenant Hancks. The garrison was summoned to surrender, which they did with little delay. Apart from the value

of the acquisition in itself, says the historian McMillan, the occurrence had an excellent effect in retaining the North West Indians in the British interests.

In an interesting debate as to the north westerly boundary of Ontario, in the Legislative Assembly at Toronto, on the 4th of February, 1876, Mr. S. J. Dawson, member for Algoma, thus refers to this great partnership :

“ At the time of the formation of this Company, there were in Canada a number of men remarkable for their energy and enterprise ; many of them were the descendants of those whose fortunes had been lost at Culloden, and even some of the Scottish chiefs who had been present at that memorable conflict, were then in the country. They were men accustomed to adventure, and had been trained in the stern school of adversity. They joined the North West Company, and soon gave a different complexion to the affairs of the North West. Under their management order succeeded to the anarchy which had prevailed under the French *regime*. Warring tribes and rival traders were reconciled. Trading posts sprung up on the Saskatchewan and Unjiga ; every post became a centre of civilization, and explorations were extended to the shores of the Arctic Sea and the coasts of the Pacific Ocean. It has been the custom to ascribe to the Hudson's Bay Company the admirable system of management which brought peace and good government to the then distracted regions of the North-West, but it was due to these adventurous Scotchmen. Sir Alexander Mackenzie

traced out the great river which now bears his name, and was the first to cross the Rocky Mountains and reach the Pacific Ocean. Fraser followed the river now called after him, and, a little later, Thompson crossed further to the south and reached Oregon by the Columbia."

It will be seen in another chapter that on the day in which this discussion took place in Toronto, an important constitutional change was made at Winnipeg—the abolition of its Upper House or Legislative Council.

Disagreements arose, in time, among the partners and some of them, among whom were Sir Edward Ellice and Sir Alexander Mackenzie, formed another, styled the X. Y. Company. This only increased the causes of trouble among the adherents, and had a bad effect on the trade and evil example to the Indians.

THE HUDSON'S BAY COMPANY.

The famous charter incorporating Prince Rupert, Christopher, Duke of Albemarle, son of General Monk, to whom the race of Stuarts owed so much, William Earl of Craven, Henry, Lord Arlington—of "Cabal" fame, or infamy—Anthony, Lord Ashley, unworthy ancestor of good Lord Shaftesbury, Sir John Robinson, and twelve others, knights, baronets, esquires and citizens, as "The Governor and Company of Adventurers of England trading into Hudson's Bay for the discovery of a new passage into the South Sea, and for the finding some trade for furs

minerals, and other considerable commodities," was dated the second day of May, 1670, in the twenty-second year of King Charles the Second. Judicial and executive authority was so conferred on the Company, together with the sole trade in all seas, straits, lands, &c., that lie within the entrance of Hudson's Straits, or the rivers that enter them, not already occupied by any other English subject, or other Christian Prince or State, yielding therefor two elks and two black beavers, whensoever the king or his heirs should visit the said territory.

For the political history of the Hudson's Bay Company we have here no space. History tells us how the Canadian, traders spread over the Southern part of the territory and even followed up the English to the hunting grounds between the lakes and Hudson's Bay. A deadly rivalry arose. Hunters and voyageurs strove together for the mastery of important posts and hunting grounds, and blood was frequently shed. In the midst of this sad state of affairs, Lord Selkirk became Governor of the Company, and formed a scheme for settling the Red River Valley with his hardy countrymen. The first colony came in the autumn of 1812, and settled between Fort Garry and Kildonan, the parish which we have described elsewhere, and which is five miles north of the present city of Winnipeg. These hardy Highlanders suffered for many years from the storm that raged between the two companies. The Earl had come out at the invitation of the Hudson's Bay Company, and obtained an immense tract of land from them. He built a fort and store at the river bank, the name of

which is still preserved in that of Point Douglas, now a most important part of Winnipeg, which he till his death supplied by shipments from England of arms, ammunition, clothing and food. The foundation of the old fort may yet be traced on the Logan Estate, near the river's bank. The half-breeds and retainers of the North-West Company, with their strong French Canadian feeling, were jealous of outside interference. The new comers were twice driven to take shelter at Pembina, where was Fort Darr, a Hudson's Bay post. In their absence, their homes were destroyed.

In 1815, a large body of emigrants arrived and found their friends in poverty and wretchedness. The settlement was for a time forsaken, some going to Hudson's Bay forts, but others toiled, with women and children, a weary journey over what is now the "Dawson route" to Fort William, thence made their way by Penetanguishene to Canada West, where their descendants may yet be found. The next year evil feelings had culminated. On the 19th of June, an encounter took place on Frog plains, between Fort Douglas and Kildonan, on the west bank of the river, in which Mr. Robert Semple, then governor of the Selkirk settlement and fort, and twenty-one others—five officers and sixteen men—of his party, were killed.

At the time of this attack, Lord Selkirk was on his way to Rupert's Land, and heard of the affair when in New York. Peace had come for a time in Europe and he had induced some disbanded soldiers to follow him. His company consisted of eighty men and four officers of

the De Meuron regiment, a score of the men of the Watteville regiment, and a few Glengarry men. They passed up by Penetanguishene and the North shore, and encamped on the left bank of the Kaministiquia River, opposite Fort William. Here his Lordship soon found stragglers from Red River, who had known of, and some who had suffered from, the acts of the Nor'-West Company's people, and who laid informations before him as a Justice of the Peace, charging a number of those in the Fort as guilty of larceny, riot and murder. There were in and about the neighbourhood of Fort William, engaged in the fur and goods trade, about two hundred French Canadians and half as many Indians. Lord Selkirk soon commenced hostilities, but under cover of his office as a Justice of the Peace. He had been enjoined by the Canadian authorities not to use the old soldiers with him in any aggressive operations. His veterans, nevertheless, with constables' warrants in their hands, arrested such of the incriminated adherents of the Company as they could seize, and when the rest took shelter within the high wooden palisades of the fort, they broke open the gate, their companions flocked across the river and soon took possession of the post, which they held till May, 1817. The prisoners were brought to York, now Toronto, and tried before the full Court of King's Bench, in the month of October, 1818. Before proceeding to give any details of these interesting trials, we may refer shortly to the high and patriotic, if somewhat arbitrary, character of Lord Selkirk. Desirous of securing a happy home for his

countrymen and for those who had served in the wars of his king, or were turned out of ancestral homes by "improving" landlords, who thought sheep-farming more profitable than tenant culture, he could find no place in Europe, as he thought, safe from the destroyer--war. He also seems to have feared to settle near the American border, and hoped in the rich prairies of the Winnipeg basin, to find a secure home. He was lavish of both time and treasure, and yet was witness of much trouble and suffering among his faithful followers. He died in France in 1820. The territory which was granted to him by the company's deed, dated 12th June, 1811, is described thus:—

"Beginning on the western shore of Lake Winnipeg at a point 32 degrees 30 minutes North latitude; thence running due west to Lake Winnipegoshish; thence in a southerly direction through said lake, so as to strike its westerly shore in latitude 52 degrees; then due west to the place where the parallel of 52 north latitude intersects the west branch of Red River, otherwise called the Assiniboine River, then due south from that point to the height of land which separates the waters running into Hudson's Bay from those of the Mississippi and Missouri Rivers; then in an easterly direction along the height of land to the source of the River Winnipeg; thence along the main stream of those waters and the middle of the several lakes through which they pass to the mouth of the Winnipeg River, and thence in a northerly direction through the middle of Lake Win-

nipeg to the place of beginning on the western shore of that lake."

It will be noticed that a large and valuable part of this territory is now included in the limits of the State of Minnesota and Dakota Territory. That arose, as we know, as a result of treaty-making by English diplomatasts with our acute American cousins.

In 1836, the Company repurchased from Lord Selkirk's heirs, for £84,000, the part of the land to which they laid title, being that above described, with the exception of portions meantime deeded to settlers.

Lord Selkirk, during his stay, obtained a valuable cession from the Indians by treaty, made on the eighteenth of June, 1817, with the five chiefs of the Crees and Chippewas. Two miles on either side of Red River, from its mouth to Red Lake River, now in Minnesota; and the like extent on either side of the Assiniboine, from its junction at Fort Garry to Muskrat River, were given up to the settlers. This land is now marked on the map and known as the "Old Settlers' Belt." In Indian parlance, this belt was described as the distance, on either side the rivers, that might be seen under a horse's belly.

The Indians always asserted, when any question arose as to the terms of this transaction, that they, or their fathers, only agreed to give Lord Selkirk a lease for twenty-two years. The treaties made with them, since the creation of Manitoba, have put an end to such discussions.

THE SELKIRK CAUSES CELEBRES.

Detailed accounts of the proceedings in these then ex-

citing and celebrated, but now almost forgotten, but yet important trials, are given in two rare books published in Montreal, in 1819.

The indictments were under authority of an Act passed in the forty-third year of George the Third, whereby cognizance of offences committed within the Indian territories, or parts of America *not within the limits of Upper or Lower Canada*, or of any civil government of the United States of America, was given to Lower Canada; but the Governor of that Province was authorised, when convenience and justice so required, to transmit any persons charged with such offence to Upper Canada, for trial there. The Court was presided over by Chief Justice Powell, and Judges Campbell and Boulton. The Crown counsel were Attorney-General (afterwards Chief Justice), Sir John Beverley Robinson, and Solicitor-General H. J. Boulton.

Messrs. Samuel Sherwood, L. P. Sherwood, and W. W. Baldwin, father of the Hon. Robert Baldwin, were counsel for the prisoners. As related in the evidence of the case against Paul Brown and Francois F. Boucher, the story is a sad and cruel one. Governor Semple, learning of the approach of the half-breeds, and that they had arrested three of his men, hastily left Fort Douglas with about thirty in his party, to go towards the settlement at Kildonan. They were soon met on Frog Plains by the half-breeds on horseback, instigated by the North West Company. Angry words passed between Semple and Francois F. Boucher. Semple ordered his followers to arrest

Boucher, who slid off his horse and ran away. The men on either side were variously armed with guns, tomahawks, bows, arrows and spears.

Two shots were fired, by which Mr. Semple and Mr. Holte, his lieutenant, who was by him, fell. The first shots might have been accidental, but their report and the sight of blood raised a savage desire for ruthless extirpation. Immediately a volley was poured in, by which nearly all the Selkirk party were killed or wounded, as they had gathered round the Governor and Mr. Holte. Michael Heden one of the company, and the most important witness for the Crown, in his evidence says: "I was very much frightened when I saw Mr. Holte and Governor Semple fall. A short time after, I saw the wounded men crying for mercy, but the half-breeds rode up to them and killed them. Their bodies were, by friendly Indians, brought into Fort Douglas next day fearfully mutilated. The attacking party was under Cuthbert Grant, a Scotch half-breed, and a chief clerk of the North-West Company."

John Pritchard, one of Semple's followers, tells how he saw Lieutenant Holte fall; also, Sinclair, Bruce, and McLean. Captain Rogers ran towards the attacking party, calling out that he surrendered and praying them to spare his life. Thomas McKay, a half-breed, shot him through the head, and another Bois-brulé, ripped him open with a knife. The half-breeds were painted in a hideous manner, and as they attacked gave the war whoop, like Indians. Pritchard was insulted and threatened, but his life was spared at his earnest entreaty. Cuthbert Grant told him

that his party had intended to surround Fort Douglas and shoot all who ventured out. A peremptory surrender was insisted on, and Pritchard carried this message as Grant's ultimatum to the fort. Mr. McDonnell was, after Semple fell, in command, and seeing resistance futile, this was agreed to. An inventory was taken of the property, which was signed by Grant, to whom the fort was abandoned, on the twenty-second; the Hudson Bay people proceeding down the river to a Hudson Bay fort on Lake Winnipeg.

Cuthbert Grant was one of the four chiefs of the half-breeds, the others being Bostonnais Pangman, Wm. Shaw and Bonhomme Montour.

In 1816, there was no house but Fort Douglas at Red River; the others were burned down by the Nor-West Company's half-breeds, and the settlers, employed in the day time on their lands, used to come up to the fort by the river's bank to sleep.

The evidence of the witness Heden, who was a blacksmith, was impeached, especially as to his statement that the Bois-brulés fired first, and it was alleged that he had said: "We cannot blame the half-breeds, for our side fired first, and if we had gained the day we should have done the same, or as bad, to them." Chief Justice Powell charged the jury, who, after some deliberation, gave a verdict of not guilty.

Similar verdicts were given in the other cases, among which we may only mention that against John Cooper and Hugh Bannerman, charged with stealing *cannon* from

the dwelling house of Earl Selkirk, on the third of April, 1815.

Much latitude seems to have been given in the admission of evidence at the trials. It showed clearly an exasperated state of feeling—that the people went about armed, and that hostile rivalry between the two companies existed. Earl Selkirk did not appear at the trials at York. He seems to have felt, and probably with reason, that public feeling in Canada in favour of the Nor'-West Company, would be too strong for him and his cause

An interesting discussion as to the boundary of Upper Canada, now Ontario, is reported. These proceedings, and those in the trial at Québec, soon to be referred to afforded ground for the argument advanced by some, that the whole of the present Province of Manitoba, and much more to the west, and between it and Hudson's Bay, might of right have been claimed as part of the great Province of Ontario. This and other interesting matters will soon be submitted to the arbitration agreed on between that Province and the Dominion.

TRIALS AT QUEBEC.

Two other trials, arising out of the same troubles, took place before Chief Justice Sewell and Judges Perrault and Bowen, at Québec, in May and June, 1818. Charles de Reinhard, formerly a sergeant in the De Meuron regiment, who had entered the service of the North West Company, having, with Mainville, a half-breed, arrested

Owen Keveny, an intelligent retainer of the other Company, murdered him in a dastardly manner in the dalles of the Winnipeg river, near Rat Portage. Enquiry was made for Keveny, when the murderer answered that he would not return again, that he was well hid—“*il ne reviendra plus, il est bien caché.*” De Reinhard was found guilty, and sentenced to death in the old fashioned manner, including the direction that his body be anatomised—a thoughtful provision for the medical profession.

Exception was taken to the ruling of the Court on the trial, that the dalles of the Winnipeg were not in Indian territory, but within the limits of Upper Canada, and so not under the cognizance of the Court.

The judges delayed the execution of the sentence until the opinion of the Imperial authorities could be obtained. They seem to have disagreed with the Quebec Court. The result was that De Reinhard was released from custody. The facts and the stigma still remain.

The only excuse he could allege was, that he acted under orders from his superiors, and that was, in those rude times, too often considered sufficient to justify any acts by the faithful servants of the Company, however unlawful or cruel.

The other case was that of Archibald McLellan, a partner in the North-West Company, who was charged as an accessory to the murder of Keveny. He was acquitted by the jury. Cuthbert Grant and Joseph Cadotte seem not to have been brought to trial. Owing to the destruction of the Canadian Parliamentary documents by

fire in Montreal, and to the like loss of the Quebec Court records, it has been a matter of difficulty to trace the post verdict proceedings accurately. Through the kind offices of Colonel Gogy, of Quebec, a search in the records kept in the gaol of that city has been made, and the following entries found there, viz. :—" Charles de Reinhard, Archibald McLellan, Cuthbert Grant, Joseph Cadotte, committed on the 19th March, 1818. By virtue of a writ of habeas corpus, removed from the common gaol of the City and District of Montreal therein detained under a charge by a bill of indictment found against them for having unlawfully and maliciously, and of their malice aforethought, killed and murdered Owen Keveny, in the Indian territory." All but De Reinhard were bailed on the 4th of April, 1818, by order of the Court of King's Bench. As this record shows, which continues thus: De Reinhard was, " by the Court of Oyer and Terminer, sentenced to be hanged on Monday, the first of June. Respited till 26 June; second respite 2nd October; third respite first Friday in March next. On the 10th October, 1821, pardoned by His Royal Highness." This was in the second year of the reign of George the Fourth.

These trials were long and ably conducted. Attorney-General Uniacke and Solicitor-General Marshall appeared for the Crown in both cases. Messrs. George Vanfelson, Andrew Stuart, and Vallière de St. Real were counsel for the prisoners. The most remarkable feature brought out in the evidence is, that the so-called savages were less bloody than the Metis, or as they are more generally

called the *Bois-brûlés*, and white employes of the contending companies. A band of Ojibways, in 1815, aided and guarded the poor Selkirk settlers to the fort on Lake Winnipeg and hindered their utter destruction at Red River, when that seemed inevitably decreed by the barbarous half-breeds in the interest of the North West Company. Keveny was found by his intending murderers living and trading happily among the Indians. He was made prisoner and carried away beyond their observation, and then murdered with Mainville's gun and De Reinhard's sword. "Make the prisoner believe that he is going to Lac la Pluie; we cannot kill him here among the Indians," said one conspirator to the other. When they had got to where the river makes an elbow, an excuse was made for the party to go on land. Then De Reinhard said to Mainville, "We are far enough from the Indians; you may fire when he comes near enough to embark." The murder was then committed and the body hidden in the woods. After the onslaught, in which Governor Semple fell, the colony was dispersed; but, on the arrival of the old soldiers—some of whom preceded and some went in with his lordship—it gathered again. The Earl died in France in 1820. A union of the two companies was brought about the next year through the agency of Sir Edward Ellice and Lord Bathurst. The disturbing element being removed, peace was restored.

We are indebted to Professor Bryce, of Manitoba College, for the following translation or paraphrase of a curious fragment of *Bois-brûlé* literature celebrating the

Battle of Frog Plains. It was the extempore production of Pierre Falcon, an almost entirely illiterate half-breed, composed, it is said, and sung as he rode away after the battle. This old bard was living in the Province till within a recent period, had a small official position under the Hudson's Bay Company, and is said to have been respected by his people. Our readers may find the original French words and an interesting article on the settlement in the *Canadian Monthly Magazine* for 1874, p. 279 :—

SONG WRITTEN BY PIERRE FALCON.

- “ Come listen to this song of truth !
A song of the brave Bois-brûlés,
Who at Frog Plain took three captives,
Strangers come to rob our country.
- “ When dismounting, there to rest us,
A cry is raised—the English !
They are coming to attack us,
So we hasten forth to meet them.
- “ I looked upon their army,
They are motionless and downcast ;
So, as honour would incline us,
We desire with them to parley.
- “ But their leader, moved with anger,
Gives the word to fire upon us ;
And imperiously repeats it,
Rushing on to his destruction.
- “ Having seen us pass his stronghold,
He had thought to strike with terror
The Bois-brûlés : ah ! mistaken,
Many of his soldiers perish.

“ But a few escaped the slaughter,
Rushing from the field of battle,
Oh, to see the English fleeing !
Oh, the shouts of their pursuers !

“ Who has sung this song of triumph ?
The good Pierre Falcon has composed it,
That the praise of these Bois-brûlés
Might be evermore recorded.”

The North West Company was not incorporated, nor had they any charter save the agreement of the partners. They claimed no territorial rights, but those of landlords of the sites actually occupied. They had no courts, nor did their officers claim judicial powers beyond those of justices of the peace, which some of them held by appointment of the Canadian Executive. The Hudson's Bay Company cannot be considered to have acquired, when this North West Company joined it, any further extension of territorial authority than the latter Company enjoyed, which was subservient to Canada.

The Hudson's Bay Company's operations were long confined to the regions north of the Manitoba lakes. They did not enter the Saskatchewan valley till shortly before 1780, nor the Red River valley before 1805, and yet, when Canada came to treat for the occupation and settlement of the great Fertile Belt, she was asked to consider that the claims of the Company thereto were valid, as if it had been all occupied by them since 1670, and the price demanded was in the like proportion, and finally agreed to, as we shall now briefly explain. We refer to this as

a matter of historical interest. The contract has been made, some details only have yet to be completed. Among these is the laying off reserves round many important posts; a matter which the public should regard with interested vigilance.

This union of contending parties was a fortunate thing for all concerned. The united Company was so enabled to put more restraint on their own employees, and, by example and police, preserve better order among the Indians and half-breeds. Causes of dispute still sometimes arose.

In 1846, Colonel J. F. Crofton was sent from England to Red River, with eighteen officers and three hundred and twenty-nine men, under secret instructions, and remained more than a year. They were intended to ward against threatened Indian troubles and to deter filibustering expeditions from Canada and the States. This little army went by Fort York, and thence by boats up Lake Winnipeg and Red River.

The evidence of Colonel Crofton, as given before a Committee of the Imperial House of Commons, on 19th May, 1857, is valuable, being that of a disinterested witness. Still living in mature old age but totally blind, and now of the rank of Lieut-Gen. in the British army. We refer to it shortly. He says: "Since the junction of the two Companies, the issue of spirits in barter for fur gradually ceased, and I think about ten years before I arrived in the colony, it had altogether ceased; and from that time the Indian race were increasing, as shown

by the census : before that they had been decreasing. I am sure that justice was practically administered—there was no crime. I attribute this to the absence of spirits.

“I think,” he adds, “the Hudson’s Bay Company’s officers have an experience of natives—half-breeds and Indians—that no other body can have, and I think they managed them exceedingly well.” The Company’s government of Red River he characterized as patriarchal in every sense.

A question (No. 3334) asked this witness was : “What do you suppose would be the result of having any loose form of government among the Indians ?”

He answered : “I think they would kill one another. The Americans would soon use them up if they were there.”

Rear Admiral Sir George Back, who accompanied Sir John Franklin and Sir John Ross in some of their expeditions, and spent much time at Hudson’s Bay Company’s posts, says before the same committee : “The Indians seemed always to feel that they could fall back upon the clemency and the benevolence of the white man, at any extremity. The feeling of the Indians towards the officers of the Company was very good. I never knew an instance to the contrary.”

Colonel Crofton also expressed a high opinion as to the fertility of the country. The climate he thought not more severe than that of Upper Canada. “The season opens about the first week in April and closes about the middle of November.”...“The finest weather is what is

called the Fall, which extends from August to the middle of November."

To question 3201, "Had you an opportunity of seeing any agriculture while you were there?" he answered:—"A great deal. They grew oats, barley, and wheat chiefly, but all sorts of vegetables. The wheat ripened in ninety days from sowing. It ripened very perfectly. It was the finest I ever saw."

He goes on to speak of the extent of the fertile region as being the prairie land from Red River to the base of the Rocky Mountains. "It is," he says, "fit for agriculture. It might maintain millions."

It is unnecessary to cite the evidence of the author of "The Great Lone Land" and other travellers further to prove the friendly feeling that has ever existed in the natives towards the officers of the Company, and which will doubtless remain. As long as the region is under the sway of Canada just and liberal treatment will surely be enforced and have its reward.

The control of the Company's affairs was vested by the charter in a Governor, Deputy-Governor and five Directors, annually elected in London by the stockholders. Their powers in Rupert's Land were exercised by a Governor, the same person often holding office for many years. Sir George Simpson was the first appointed after the union in 1821, and held office till his death, in 1860. Mr. Alexander Grant Dallas succeeded him, and was followed by Mr. Wm. McTavish, in 1864. Mr. Donald A. Smith, M.P. for Selkirk, is now Governor of the Company.

Till 1839 the Governor was Judge also. A Recorder was then appointed, Mr. Abram Thom, who presided till 1854, with some intermission, during which Colonel Caldwell, in charge of some troops at the settlement, acted with much ability. Mr. Frank Godshall Johnson, a Montreal lawyer, was next Governor of Assiniboia and Recorder; then Dr. Bunn, who was equally skilled in law and physic. Judge John Black was appointed in 1862 and held office till the creation of the Province of Manitoba, when the appointment of its Judges came under the control of the Dominion Government, as stated in another chapter.

The population of the colony in 1816 is stated at 200, in 1823 at 600, in 1843 at 5,143, in 1858 at 8,000, and in the next ten years about 4,000 were added. Various families have, at different times, moved from the original site to Portage La Prairie and elsewhere in the Province. Till its entering the Canadian Confederation, the settlement, including fifty miles in depth east and west of the river, was ruled by the Council of Assiniboia—with the Governor of the Company, and the Recorder, at its head, and formed in every respect a Crown Colony. As Mr. Dawson argues in the speech referred to, the Hudson's Bay Company established this colony in conformity with the conditions of their charter. The Imperial Government maintained troops there as it had done in Canada: it corresponded with the Governors of that colony, both directly and through the Hudson's Bay Company, and in every way recognised it as a colony.

After the union of the two companies the people of this settlement were long the only whites in the country, save the servants of the Company and the occasional missionary or adventurer. Their young people united in marriage with the natives, daughters of Cree, Chippewa and other chiefs; and we find among the well-to-do half-breeds the names of the old Scotch Highlanders. Native instinct has led the children to till the farm, while the French Metis prefers the chase. The strong fibre of the Scottish mind has not generally given way but has often raised the Indian to its own level, and many traits of character will be found in the Bois-brûlés of the North-West which seem to have been derived from the half-wild and sometimes cruel followers of the heroes of Waverley.

Owing to the exceeding richness of the soil carelessness in farming has resulted. The same land is for many years in succession cropped with wheat. Manure used to be got rid of by burning or by drawing it to the ice that it might float away.

The amount of imports to the Red River settlement for a number of years before Confederation was \$100,000 per annum; but it is estimated that as much more, entering from Hudson's Bay, was distributed along the interior. On the other hand, the annual average export of furs from the various possessions of the Company was at this period about \$1,800,000, or nearly six times the value of imports to all their posts which amounted to about \$300,000. The amount of cultivated land in Rupert's Land in 1866 was but 20,000 acres, as Mr. Dodds estimated in his address

soon to be referred to. The Company professed to sell land to half-breeds and other settlers at 7s. 6d. an acre, but the consideration was seldom paid, and the possession of those who did not interfere with the fur trade was not often questioned. Windmills were used to grind the grain, and there were then eighteen of these mills in the settlement.

Mutual advantage brought about the union of the rival companies, the united Company so continuing till 1869, when its imperial sway passed by hard bargain to the Dominion, the company retaining its forts, trading posts, and valuable reserves round them, as also a certain amount of land in each township. It cannot be doubted that the North-West Company was of much benefit to Canada. Its catch of peltries was yearly carried to Montreal, which was one of the great fur marts of the world. The older corporation having swallowed up its rival, peltries that formerly found their market in the Canadian metropolis, were sent by way of Hudson's Bay to England. Every avenue of communication with Canada was closed, and reports, often entirely false and unfavourable to the country and its trade, were spread in order to secure a continuance of the rich profits enjoyed from the monopoly. This monopoly was rigidly enforced by the officers of the Company, who even assumed the right to fine and imprison the free trader who ventured to offer a skin for sale to any but themselves. Persons still living, among them Mr. A. G. B. Bannatyne, M.P. for Provencher, were so imprisoned for trading unlicensed. The goods trade was an important pendant of the fur trade, as rigidly guarded as a monopoly. As to

the profit and nature of this trade, we have the words of Mr. James Dodds, in an address to the shareholders of the Company, at the London Tavern, in March, 1866 :—
“ Our goods trade was entirely barter, an enormous truck system, and formerly, *from the ignorance of the Indians, we disposed of our goods at twenty times their real value.* Now that this charm of our exclusive right has been dispelled, traders come up from the States and traverse the country, and a number of pushing and successful merchants have established themselves on the Red River.”

That “ The Adventurers ” and the Indians were very good friends, and that the latter were very serviceable and well managed, cannot be doubted after reading the above.

The stock of the Company is reported to be ten millions of dollars. They employ as much in the fur trade. Sir Edward Ellice stated in 1857 that the annual profits were twelve per cent. Such profits were made, though the Company's affairs were conducted in an expensive manner. Much capital was sunk in the erection of the great forts, with walls and towers, several of which we have described or mentioned, and in keeping up costly establishments. Many of these are now far away from the wilder regions in which game is found. An inexpensive trading house here and there will, now at least, answer all the requirements of the trade. Within the last score of years the merchants of Manitoba have been successful in securing a part of this rich traffic, but with limited capital and the fear of the Company constantly before them, their efforts were hampered till territorial jurisdiction was taken from the Company, and

the present system of legal institutions and mounted police introduced. The factors' license is now no longer requisite; all fur traders are on an equality. Capital is being largely embarked in this enterprise, both by traders individually and by an incorporation which revives in its name and head-quarters the Company that succumbed in 1821. Prices of furs have ranged continually with an upward tendency, while the demand is increasing. Buffalo robes which ten years ago sold for five or six dollars now sell for nearly double these figures, and there is a similar rise in the value of other furs. Access to the fur-trading regions is yearly becoming more easy and less expensive. Old voyageurs spent many months in gaining points now reached in a few days, and goods and supplies are transported from Montreal or Toronto to Winnipeg for one-tenth the sum that their carriage by rivers, lakes, and portages cost a few years since. The saving in time is proportionately great. Canadians may, therefore, well congratulate themselves on the gain that has thus arisen to them since Confederation—or, shall we rather say, the annual loss thus averted?—in the recovery of at least a large proportion of this valuable trade.

It would be a mistake to imagine that the spirit guiding the Company's affairs is changed. Though excluded from their self-asserted monopoly of the staple article of commerce, they hold their lands in the exclusive spirit of persons whose interest it is to drain the country's resources, and not of those having a desire to develop its agricultural and other permanent interests. As immigra-

tion advances and centres are formed, irritation and trouble will arise. Under article five in the deed of surrender, the Company is entitled to one-twentieth of all land in the great Fertile Belt as it is surveyed and set out into townships. In carrying out this agreement, the Company have assigned to them, in every fifth township as surveyed, two sections, or 1,280 acres, and, in every other township 560 acres; and this applies to all lands, whether arable or mineral. All this is in addition to the sum of £300,000 stg. paid, and to the land in and around every fort or trading post occupied.

What the Company pretend to have lost, as to the fur trade monopoly, they have more than gained by their treaty and statutory title to these lands which will be made yearly more and more valuable by the labour of immigrants, and the expenditure for public works, and opening of the country at the expense of the Dominion and Provincial exchequers.

We have referred to the thousand lots, the finest property in Winnipeg, now held by this Corporation at such prices as force settlers to purchase further from the rivers rather than pay their figures. It seems quite mysterious how they obtained so large a block here, even under the terms of the statutory agreement. Some of these lots are claimed by old residents, by reason of prior occupation, and they will not tamely submit to be ejected. At Fort William we were pointed to a tract of beautiful land, on the banks of the Kaministiquia, which the astute factor claims for the Company, and which will be rendered very

valuable by the completion of the Thunder Bay Branch of the Canada Pacific Railroad. So doubtless, it will be at Fort Frances, and in each Province, Territory and District where this Corporation has the smallest post. When the immigrant gets to the forks of the Saskatchewan and to the banks of the Peace River, if he find a coal mine or open an oil well, "The Adventurers'" agent will be there soon after, with a claim to the choicest locations. Well may the Manitoban exclaim :—

" He doth bestride the narrow world
Like a Colossus : and we petty men
Walk under his huge legs, and peep about,
To find ourselves dishonourable graves !"

Other trading corporations are generally limited as to the time during which, and the amount of land, they may hold in mortmain. This Company is untrammelled. Another hard bargain will probably be forced on the Dominion and Manitoba, to place matters on an equitable footing. When such is made, let us hope it will be less one-sided than was the last.

TABLE OF FUR TRADE SALES.

The following is a comparative statement of furs sold in London by the Hudson's Bay Company and Messrs. C. M. Lampson & Co., their agents, compiled by Mr. William Macnaughtan, fur commission merchant, New York, and will be worth considering :—

	1872.	1873.	1874.	1875.
Beaver.....	204,673	165,536	173,855	185,200
Muskrat.....	2,828,299	2,350,643	2,253,024	1,835,593
Bear.....	11,645	10,683	9,710	12,102
Otter ..	16,086	15,817	15,460	20,107
Fisher ..	9,176	5,835	5,434	7,210
Marten.....	84,056	85,104	94,143	166,512
Mink	111,742	85,826	98,852	109,647
Silver Fox	1,147	1,275	1,237	1,515
Cross Fox	5,097	4,550	4,183	4,652
Red Fox.....	54,818	50,162	62,303	83,091
Kitt Fox.....	13,200	8,250	7,845	15,190
Grey Fox	19,733	22,407	19,388	25,934
Lynx	13,658	6,671	9,054	14,833
Wild Cat	4,682	9,208	6,149	10,316
House Cat	5,415	6,442	8,183	11,547
Raccoon	325,948	384,923	390,854	464,673
Wolf.....	3,475	7,981	15,729	6,075
Badger.	3,256	5,076	4,941	5,552
Opossum.....	106,451	167,201	133,440	166,337
Skunk	137,647	188,603	175,873	298,800

Much of the Company's trade now passes through Winnipeg. The steamers "Northcote" and "Colville" on the Saskatchewan and Lake Winnipeg, belong to the Company: One other matter of importance may be well here referred in connection with the fur trade, viz: the market for grain and the necessaries of life so created, in the interior. For many years the demand will be generally equal to the supply, as it often now far exceeds it, causing a large importation through Winnipeg and more westerly points. The settler, miller and clothier, need not wait for the steamer or railcar, but may exchange their productions for the lighter furs that will be more

easy of transport, and increase in value, as they move each mile eastward.

ST. PAUL AND ST. LOUIS GET A SLICE.

For years before Confederation, long cavalcades of half-breed ox and pony carts with furs for barter came annually by the Mississippi Valley to St. Paul. Hunters from the settlement, too, roamed without restraint, over the United States territory, and generally brought their peltries to Hudson's Bay stores. In 1844, Mr. Norman W. Kittson, of St. Paul, established a trading post at Pembina. The Company strove in vain to break up his establishment, and went so far as to arrest Mr. Kittson for infringement of their chartered privileges, but did not press the charge.

The trade, thus tapped, soon grew into importance. In 1850, \$15,000 worth of furs were sold. Five years later they reached \$40,000, at an expenditure of \$24,000. The fur trade of St. Paul with British territory, before the time of Confederation, much exceeded \$100,000 a year.

On the establishment of steam navigation on Red River, by the fortunate company of which Mr. Kittson is still a director, the Pembina post was given up, and Mr. Kittson's name, as far as the fur business was concerned, disappeared in that of a St. Louis firm, Pirre Choteaux & Co., who now do a large business in furs gathered from both sides of the boundary.

1875.
185,200
335,593
12,102
20,107
7,210
66,512
09,647
1,515
4,652
83,091
15,190
25,934
14,833
10,316
11,547
64,673
6,075
5,552
66,337
98,800

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CHAPTER XIII.

ACROSS THE PRAIRIE—GARRY TO FARGO—BOATMAN DO NOT TARRY!
—ST. NORBERT—DELORME'S—MUSIC—RAY OF SUNSHINE—DRIVERS—
—INDIANS—BLACKBIRDS—WILDACRE—WRIGHT'S—A BEAUTIFUL
ANIMAL—THE SENATOR SNORES—ORION—SUNRISE—ABOVE THE
MARAIS—PEMBINA—"OLD MIDNIGHT'S"—THE "GUTTESLAND"—
THE MENNON BOLD—"OLD JAKE"—CARRIE—OTHER COMPANIONS
—TROUBLES BY THE WAY—SENATORIAL WISDOM—FARGO.

ALONG RED RIVER SOUTHERLY.

OUR trip down the Red River has been told, and we have made the reader acquainted, to some extent, with the Dawson Route. It remains to tell of the stage road from the Prairie capital to the American Northern Pacific. This is the only means of access from the south-east during the cold season, and will, till railway communication be completed, be of manifest importance.

The office of Carpenter & Blakely's St. Paul Stage Company is near the old post office, and here, for \$15 in summer, while the river opposition lasts, and for \$24 in winter, may be obtained the necessary ticket. This company carries the mail for the United States and Canada, for which service it receives something over \$25,000 a year. The same company have made proposals to run stages from Winnipeg along the Assiniboine, to Fort Pelly or

even Carlton. The careful traveller will not fail to fill a handbasket with provisions for the way.

At early dawn, towards the end of August, we are called, and soon find the two-horse waggon filled with men travellers. There is trouble in the stables, horses are sick, and we are to take the first fifteen miles thus, and then to get a four-horse stage the rest of the way.

Off we go in the cool morning, a light rain falling, and the wonderful black loam sticking in lumps to the wheels and horses' hoofs. Our way is past the spot where Scott was shot, under the towers of the old Fort, and we haul up on the bank of the Assiniboine. No bridge or means of crossing is apparent, but the driver has an idea, and, like Chieftain to the Highlands bound, cries, "Boatman, do not tarry!" But long he calls, till from the opposite bank—a hundred yards across—moves towards us an open scow. How propelled, and why it should come across at all, is a mystery. Down we slide over the mud and are on board. A little man with reddish hair seems at once ferryman and co-traveller. His carpet bag he throws in with ours and announces that he has done with the ferry, and is off to the land of freedom. He shows us the *modus operandi* of the craft. A cable runs across from bank to bank; attached to this by a pulley from bow and another from stern, the scow lies in the current, which is the propelling power; the pulley rope is hauled in on the end of the boat which is desired to go forward, the rope on the other end being loosened, so the scow swings off at an angle of about thirty degrees

and the current slowly pushes it over. To return, the opposite tactics are adopted. At St. Boniface, over the Red River, there was, till within a few months, a similar mode of ferryage; now a heavy wire takes the place of the rope and a hidden wheel under the vessel is moved by steam. These contrivances may do for a time, good folk of Garry, but are by no means satisfactory. Should the rope of the one give way, who would pull the stage and horses out of the mud into which they would soon be capsized? Should the wire cable give way, its weight would render unmanageable and perhaps sink the St. Boniface ferry. Bridges are much needed over both rivers. The Dominion Government has offered \$25,000 towards defraying the expenses of a bridge to connect the city with the Pembina Railway station at St. Boniface, so before many months, a safe crossing will, doubtless, be provided—the city contributing such further outlay as may be needed.

Up the bank again, and we are in the prairie on the west side of the Red River. The chickens don't like the misty weather, and we start but one covey before reaching the hamlet of St. Norbert, where a diminutive mail bag is left. Near this lived relations of Riel, now spending his years of banishment in New England. Roads heavy and horses fagged, but we reach the end of the first fifteen miles' stage in time for breakfast at

DELORMES.

Good Pierre Delorme, come forth, and *bon jour* to

you—a tall French half-breed, with curly hair turning silvery, moustachoeed but beard shaven. In early life a buffalo hunter and trader, you left, as September came on, this pretty place by the river's bank, for the far off plains, taking tents and guns, wife and family, and returning in the spring with pony and ox-carts laden with skins and pemmican. A tall man and large hearted—surrounded by children, from the full-grown blushing damsels with plaited hair, who prepare our breakfast, to the little toddler that peeps from behind a door, but becomes more docile ere we leave. Count them, and then you will see to how large a tract this good family will be entitled under the "Manitoba Act," since he and every pair of bright eyes among the household will get scrip for a quarter section of as good rich meadow land as the world affords.

Talk with Pierre, as he comes to the door and points to his herd of many cows, log barns and great stacks of hay. He looks across the river to cottages among the bushes, and these are his. His hay farm contains already fifteen hundred acres. He has a grade bull from the States, and has given up buffaloes to raise fat cattle for the Garry market, where they fetch good figures. He has half a dozen sheep that seemed rather lean, and were the only live mutton we saw on the road; the long prairie, and sharp-pointed rye grass and low ground is not well adapted to them, but they do well in other parts of the Province and produce great fleeces. As to the fruit, he has plenty of small fruit; he had also planted some apple trees in a place sheltered with poplars, but the frost

cut them down ; they are springing up, and he hopes to succeed with them or with some hardier variety in time. Good potatoes and onions were in the garden.

Delorme is of plain habits, does not smoke, and shakes his head when we talk of Scott. "All right but for that," he says. He perhaps thinks of what we elsewhere heard. His brother, who dwelt in the Pembina region, had also been a trader, but offended an implacable red man, and was left by him stark dead but a year ago. Mr. Delorme was a member of the first Dominion Parliament, but gave up politics for which he had no taste. In fact, the good Bois-brulé felt quite bewildered in Ottawa, soon resigned his seat, and went back to his home on *la chère Rivière Rouge*. He is, however, still one of his Honour's advisers, being a member of the North-west Council, as stated in a previous chapter. His house is a model of the better class of the Metis, so we will glance at it :—

A story-and-a-half high, of logs, but clap-boarded without, having a large sitting-room, off which are half a dozen doors opening into dining-room, little parlour and bedrooms. A table, chest of drawers, sewing machine, and half a dozen chairs with seats of wood or shagynappi, and box stove, are in the reception-room, into which the outer door opens direct. No carpets are seen—a city luxury. Neatly served, plain and substantial was our morning meal, and then we roamed about, scaring the golden plover, blackbirds and snipe, for the stage had not yet arrived from above. The mercantile men lay down for a snooze. A pony is brought to the door, and we find it

saddled with a pretty home-made affair of skin richly wrought with beads. The senator sat or walked about, and smiled as he pondered on the coming greatness of the Dominion.

One, more prying, opens the parlour door, and finds to his astonishment an excellent cottage piano of London make. Such an instrument must have some one to use it. The pretty girl with plaited hair has milked her cows and washed the dishes. Coy and shy, with little understanding of our rude tongue, yet soon she came, did honour to the teaching of the good nuns of St. Boniface, her instructors, gave us with fine expression a "Wedding March," and was at the last notes of a "Ray of Sunshine" as the stage drew up, and we shook hands with many thanks and adieux to the fair musician and the whole family now laughing around us.

The stage that has just passed down took two days and five hours from Fargo, but was heavily loaded.

We left Delorme's at 10.30, and had a heavy four-horse stage with canvas cover, seating nine persons, and with room beside driver for two more. Twelve miles in this run—but there was little run in the poor horses. They had lived on grass only for three weeks; oats had been sent from St. Paul, but the low water in the river had impeded the work of the "Kittson Line," and no grain could be got. Such oats as the new country had started, had fattened the "hoppers." Sadly hung the poor steeds' heads and angry waxed the drivers. He who first took the lines was a young fellow, and was by no means

cultivated in profanity. His oaths were many and vile —attacking the parentage of the patient animals, their heads, their tails, their hoofs, the fleecy clouds that hung over them, and the black wash through which they trod —all terribly strung together. The second driver holding the four lines, had a particular antipathy to the off wheeler. He breathed profanity and spat out horrid curses from between the coarse red bristles that lined his jaws. Can he, Saxon though you call him, be of better mettle than this band of dark aborigines whom we have just passed? They have taken down the poor smoked buffalo hide that formed their tent; a squaw carries it and other articles in a bundle on her stooping back. Other squaws have similar loads, and strange to say, an old man with wrinkled face also bears his bundle; but then he is not a chief or brave. Beside them trots a large black dog, having strapped on his back a buffalo robe, and seeming proud of the business.

Still we move along the telegraph line, and always in sight of the elms that mark the river. This wire and the high posts supporting it are valued land-marks to the plain-driver, who, when untrodden snow covers the ground and fills the air, can, by driving from post to post, still keep his course. To lose the way then on the prairie might prove no matter for jest.

Wild ducks are on the lakelets and streams, paying us little attention. Many cattle are passed, all feeding one way, with tails to the wind. Ponies are scattered among them, the first letter of the owner's name branded on their

haunches. But who are the passengers? First, the worthy senator, who falls asleep at 11 a.m.; the ex-ferryman, who chews his quid and thinks of home; a young Detroit merchant traveller, who dozes off at noon; another, who has a pet dog, with which and the driver he discourses on the box, and a chiel who is taking notes and inly praying that the next time he comes this way oats may be as abundant as oaths. Consider the lilies as they grow, covering the ponds, from which the black heads of young duck peep, and forming hiding places for the brown mud hens. These bushy yellow flowers are wild artichokes, and these opening disks sunflowers. That cloud of blackbirds scurries away from a hawk, which rests on a telegraph pole till we pass. Impudent little robbers are they. The farmers can't find boys enough to scare them from the fields, so they plough a furrow and sow it thick with grain steeped in strychnine. The next turn of the sod covers their bodies. We end the second stage at 1 p.m.

The sky cleared, and the new team moved on well. The driver was an old man, and more modestly profane; used but two forms—a curse and adjuration—which he considered sufficient for the occasion. He has credit for powers equal to his fellow-drivers on an emergency. The next Jehu was like him. The fifth, a decent young fellow, who swore monotonously, and was sad, quite disconsolate indeed, about the horses. If they do not get grain very soon he will quit his seat, with its "\$25 a month and found," and go to shooting prairie chickens, which fetch

twenty cents a piece in Garry or Fargo. We soon came to Sale or Stinking River, so called from the weed found in its muddy bed; pass many good new waggons and ox-carts of stout polite Mennonites, who bow to us or lift the hat.

In the next ride we pass, by a long bridge, Scratching or Briar River, which flows into the Red River. Seven miles or so from this, on Plum Creek, is Wild-acre, an Ontario colony, mainly from Napanee, having been pioneered by Mr. George Wild, and forming the nucleus of a prosperous settlement. Early last summer they had a large area ready for cultivation. The land is very rich and rolling, with good wood supply on the east side of Red River. In their vicinity a considerable number of Mennonites have settled, and along the river front a number of Ontarians have secured farms. Some twenty miles west the bulk of last year's immigration of Mennonites have settled, as stated in another chapter. From this section of country a very large and prosperous trade must settle towards Winnipeg in a few years.

We go down a large dry ditch, the bed of the Marais River in wet seasons, by "Little Lake," filled with innumerable wild fowl, and at 7 p.m. are 55 miles from Garry, in the garden and substantial story and a-half log house of Wm. Wright, an old Englishman, who, with his good Cornish wife, has lived here for four years.

Wright purchased a half-breed's claim, with the present house and barn, for \$400, and took up the adjoining quarter section as a free-grant settler. Corn is in the

garden in tassel, but turned brown and dead by the late frost, potatoes growing well but tops nipped. The 'hoppers were here three days and destroyed sixteen acres of grain. They darkened the air and covered the ground. The only wild animals that touch his fowl and pigs are an occasional fox or prairie wolf. The sunset was very fine this evening. For hours the mists had been rising from the distant margin of the prairie in wonderful shapes, making cities, palaces and castles of snowy whiteness. Over them was the rich splendour of the sunlight breaking through thick clouds of every conceivable form, colour and shade, and between them and above was the expanse of deep, deep blue. The stage had not come, so we took tea, fanned off the mosquitoes, talked of 'hoppers, of Indians, of half-breeds, of game, and of the "husky" dogs. A squaw worked silently about the house. But what is that pretty animal that comes with a driver? His general build is that of a colley dog, yet the head, with its ears and beautiful restless brown eye, was, as was the tail, that of the fox or wolf. His legs and feet were small and well made. He was playful yet snappish, and quick to turn and run when attacked. His colour, a tawny white. He, with four others, were, when pups, brought in by an Indian to Norway House, and said to be the cross offspring of wolf and fox; we surmised, however, that an Esquimaux dog, rather than a wolf, had been one of the parents. Crosses between wolf and dog are not uncommon among the Indians, the Crees especially, and in the far off Hudson Bay forts, are said to be unequalled in

strength, fierceness and endurance, and are therefore used in making long sled journeys. Then the travellers tell us of the storks they have shot on the upper waters of the river flowing beside us, of the cranes of the Sand hills, the bitterns of Scripture that may be seen running and playing with each other near Otter Lake—cunning fellows, that can count up to ten, but if one man out of a less company leaves the waggon, in hopes of crawling up his absence from his comrades, is remarked by the watchful birds, and away they go to the head waters of the Mississippi. So passes the evening till bed time. The good senator takes a couch, the ex-ferryman retires to the stage coach, the others get a big mattress and quilts on the floor; mosquitoes, the pet dog and cat, the dog that is half wolf and half fox, and visions of prairie wolves trouble for a time, but soon comes “nature’s sweet restorer.” The senator snores, we follow the timely example, nor wake till we hear the stage horses’ bells in the early morning.

ABOVE THE MARAIS.

The Pleiades were up, watching the silent air;
The seeds and roots in earth were swelling for summer fare.

—KEATS.

Orion was guarding the west. For an hour yet the skirmishers of old Sol appear in the eastern horizon. Then he himself leaps out very red and large, rises with balloon-like vault above the green edging of Red River, drives through a skirting of white clouds and soars into the clear blue sky. We pass a camp of Indians, twelve tents picturesquely grouped, men, women, children and

ponies scattered here and there ; also more Mennonites. We see a four foot post with small staff nailed to it. This marks the boundary between the Queen and Uncle Sam. Here is the old Hudson Bay fort—a few wooden houses surrounded by fences. We come to West Lynn, passing this we are in the town of Pembina, where our baggage is examined, at 6:30 a.m., a place of some 500 inhabitants, that was settled by British, thinking they would be on the Queen's soil, but in time found that they had been mistaken. The less said of the poor hotel the better. We pass over the Pembina River, a dashing stream, on foot, the lightened stage following on the rotten wooden bridge that totters under it. Then find on the right the United States fort and barracks of Pembina, the white boarded houses prettily showing among the trees. The mercantiles break out with the "Star-Spangled Banner" as we pass the flag. We are now joined in company by Mr. Wm. Gidley, manager of the northern half of the stage road ; by a lady and her little girl, whose merry eyes and chattering endeared little Carrie to us ; by a smart Ontario boy, who had been two years in the Province, and was going home for a visit ; and by two Mennonite gentlemen, intelligent, plainly dressed, having broadcloth overcoats lined with dressed sheepskin, the woolly side next the person. They were on a business trip to St. Paul, but would soon return.

Eight hundred families, in all about four thousand five hundred of their country folk, have settled on Manitoba soil, as stated in Chapter V. Others rested on their way

in Ontario, but will, doubtless, soon join their brethren here, and if they report favourably, many more will follow from Russia. Our two companions passed the time in chat, or with their pipes and a religious book which one of them had. We asked them how they liked Manitoba. "O," said they together, brightening up, "a guttes-land, a schönes-land." "A guttes-land' you say, and I believe you, old Mennons," said the ex-ferryman, rousing himself, "and you broad-brims have the best of it; you get a free passage from Quebec, and then squat here close to the river, with one hundred and sixty acres, a free gift to each of you, and the railroad soon to pass your doors. Then you have no fighting, no lawyer's bills, and I guess but little doctor's stuff to swallow or pay for, you'll soon make this a land of Goshen." "How's that about fighting and doctors," put in the smart boy, while the two Mennonites looked on, half understanding and much amused. "Why, these old sober-sides are a sort of Dutch quakers," replied the ferryman, "but I would not advise you to tackle any of their boys without taking their measure well. If they don't strike from the shoulder, they may squeeze like the bears of Russia, from which they came, being invited to leave because they won't go soldiering for the Czar. I'm told they settle their disputes by friendly arbitration, hate the smell of gunpowder, and as to physic the very women are stronger than our average American men. When I was coming down on the old *International*, one of the fraus borrowed a mattress, disappeared down the hatchway about noon, but was up

again before sunset with a little Mennon in her arms, whose first squall was heard about Pembina. Ask purser Smith and he'll tell you all about it."

"They are indeed a remarkable people; have been harshly treated; they deserve our sympathy and will make good settlers," said the Senator.

"Those are the people that should set up for women's rights. They could enforce their doctrines," said Mercantile No. One. "Yes," said the Senator, "I have no doubt they will create a new civilization in this home which they take to so readily. We don't grudge the ten or twelve dollars a head, and the land and other favours extended to them, and if report speak true, your western people rather envy us the acquisition of this stout fraternity." "As to that," said Mercantile No. Two, "the investment ain't a bad one if we are to take the Castle Garden view that each healthy immigrant is directly worth one hundred dollars or more to the country, and these emigrants who settled along our Union Pacific road were found even more solid than that; nearly every head of a Mennonite family having brought cash with him to stock his homestead. The storekeepers look on them as a god-send—their pockets were full of thalers and kreutzers. "But pardon me," he continued, "is it not a somewhat peculiar policy, one that only William Penn or George Fox, the Quakers, and you Canadians, would have hit upon, thus to settle non-combatants and give them so many square miles at the door of the country, round

the land and water highways, which we Yankees may some day take a fancy for."

Before the Senator had time to clear his throat for a reply, the smart boy, who could not sit many minutes quiet, but varied his amusements with the perpetration of practical jokes, singing snatches of songs, and firing off his revolver at stray prairie hens and blackbirds, broke out with a rattling ditty as follows :—

THE MENNON BOLD.

A beautiful home has the Mennon bold ;
His harvest he reaps and he sells it for gold ;
From lawyers' bills and from doctors' pills,
He is free as the winds of western hills.

The prairie land is a beautiful land,
The chosen home of the Mennonite band.

He never would fight for Gortschakoff,
And the word of the Czar was—" Drill, or be off !"
O'er Gitche-Gumee, then away came he,
With his frau and his kind, to the land of the free.

The prairie land is a beautiful land,
The chosen home of the Mennonite band.

The Metis may laugh by the River Rat,
At his sheep-skin coat and his broad-brim hat ;
But he drives his steer, and he drinks his beer ;
And a happy home is the home he has here.

The prairie land is a beautiful land,
The chosen home of the Mennonite band.

Three stages after entering "foreign soil" are passed monotonously ; weather fair, and horses still hay fed only

—but in some of this prairie hay are found wild pea vines, which were eagerly eaten, and gave some spirit to the stock.

The road manager was on his settling tour, and we had at several stations to wait for more than an hour while he was passing accounts with the station-keeper. A good, hearty, bluff fellow, and specimen of a western boy as one would care to meet is Gidley. "Monte" men and cross Indians had better keep shy of his burly arm and "little shooter," yet we were sorry to see that he, too, had what must be regarded as the language of the road. This driver he praised for good management and glossy skin of his four steeds; the next he scolded for careless habits. The passengers beside him he would amuse with stories; but praises, scolds and stories were all filled in, bedecked and jewelled, so to speak, with varied oaths and curses. It is said that Nor'-west horses are so used to this that they will not go well without the *proper* language of the road. Drivers of "bull-teams" on the Missouri plains have credit for being able to swear continuously for fifteen minutes and not repeat the same expression. The red man supposes the oft-heard words refer to the oxen. One, when met on the plains, and asked if he had seen a train pass, could not understand or answer till the motion of the whip and driver's language were imitated, when he quickly pointed to the trail, saying, "Ugh, Agh, Gee, Haw, G— D—!"

The eighth stage of sixteen miles brought us to Kelly's Point at half-past 7 p.m. The next eleven miles' run

was more full of the peculiar troubles incident to staging on the plains than all the others. The four spiritless steeds were in command of "Old Jake," a grizzled little man, who limped up with a sad countenance. His oaths were low and deep, often broken off half complete. On an ordinary occasion they would have stirred the most weary jade to activity, but now, as he looked at the black-clogged wheels and low-hung heads, he sighed in despair: "What's the use," he would say, "in exerting oneself or pushing the beasts who have had no corn for so long; they are like a man shut off from his grog, sir;" so he would close his lips with a grim shake of the head and drop the whip. In an hour we had not made more than two miles. The rain fell slowly, the air was warm, and the roads sticky. Remember that McAdam is unknown, and corduroy only met at bridge and swamp crossings. The Prairie Road is but the track over the grassy plain. Hard and glittering in dry weather, but heavy and sticky when wet. As darkness fell, mosquitoes came in buzzing clouds. Every exposed part was simultaneously attacked. The coach was like an angry beehive. All, from little Carrie to the grave senator, had to fight them, and still the swarms were not lessened. The Mennonites—Old Midnights, the smart boy now called them—put up the long collars of their sheep-lined coats and smoked philosophically. I escaped and sat beside old Jake. The nigh wheeler, "Old Pat," was failing, and the old man was in sad pickle. Two of us at last started on foot, plodding on for three miles till

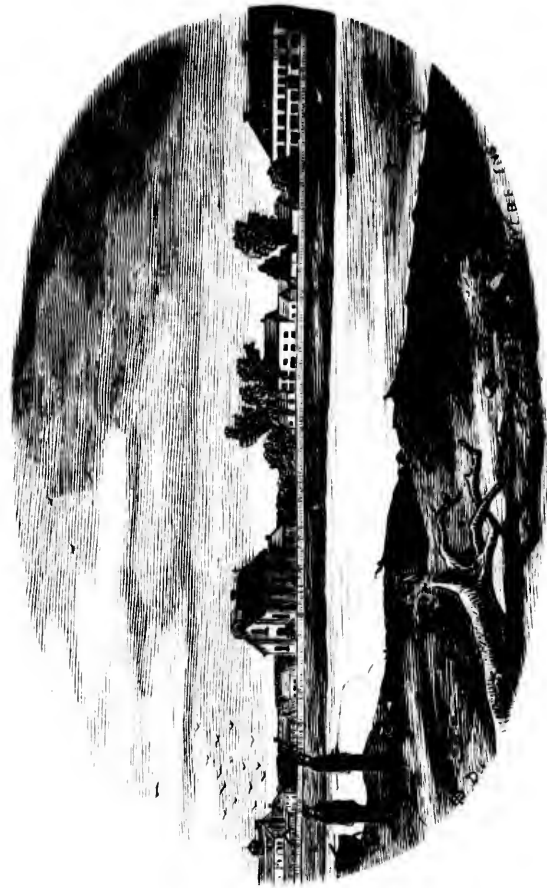
we came to the station ; pushed open the door and struck a light ; roused up a couple of men lying on a rude bed in one corner, who got up and made known to the female department that hungry visitors would soon be with them. The place was new and very poorly provided. Throwing myself on a mattress I waited. Soon in came the Mercantiles, then the smart boy, lastly old Jake, carrying Carrie, followed by her mother. The team had entirely given in, were unhitched and led to the station. Jake roused a pair of stout oxen and was off for the waggon, which the stout beasts pulled up in time. The Mennonites had remained stationary, puffing their meerschaums—good old Midnights! The senator had settled in his mufflers to a nap, when an inquisitive gopher jumped on his knee and spoiled his slumbers, The ex-ferryman, too, slept and dreamed of the scow on the Assiniboine. Our stopping place was where the Upper Marais joins the Red River.

After midnight we were off with fresh horses, all but the driver inside the coach, making ourselves as comfortable and getting as many naps as possible. The eleventh stage of horses brought us to Grand Forks. The Red River is here joined by its second largest tributary, the Red Lake River, much increasing its volume. Here the Kittson line of boats have their repairing and dock yards. A pretty village, with prairie behind, wood and river in front. A number of Chippewa tents were in sight. Their owners, with tomahawks in hand, and some with faces striped with paint, were sitting in blankets round the

Hudson Bay store, the only one now in this region, south of the line, thus showing their confidence, which is universal among the tribes, in the great Company. Soon we pass large fields, some in fallow preparing for spring grain; in others fine crops of wheat were being cut with horse-machines. The twelfth run of twenty-two miles brought us to Frog Point at tea time. Goose River was reached before ten p.m. We see good fields of wheat and potatoes, We listen to Gidley's stories; learn wisdom from the senator—the ex-ferryman and smart boy together promise to give up the use of the "weed," so well had the senator discoursed, in that kind and mellifluous manner that becomes him, of its baneful effect. Brightly shone the sun of the Sabbath morning; many and gay were the black-birds, and merry was their whistle; fair was the prairie, with its long grass and varied flowers, as we ended our last course from point to point of the Queen River of the North; came in view of the pretty town of Fargo, and were greeted by mine host of the Head Quarters Hotel. We had made the trip of about 250 miles in three days and four hours. Our last station was the sixteenth. Shall we say with Tom Hood,

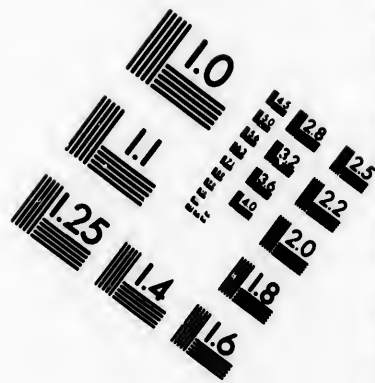
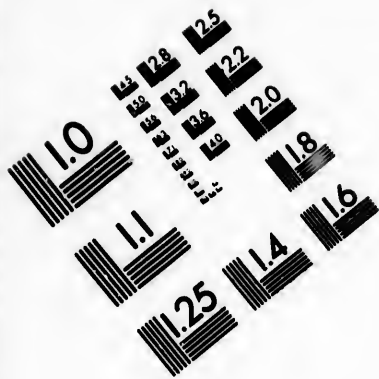
"The greatest pleasure of all the rout
Is the pleasure of having it over."

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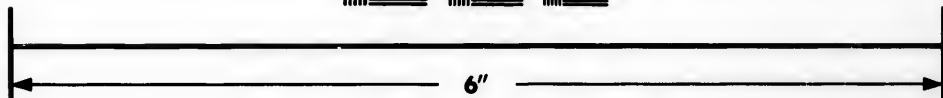
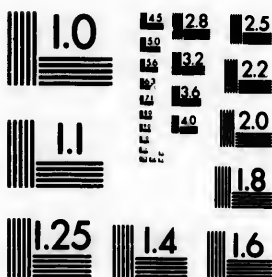


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CHAPTER XIV.

THE PEMBINA BRANCH--NEW CIVILIZATION--SIOUX MASSACRE OF 1862--SPEECH OF DR. SCHULTZ--WHAT THE BISHOPS SAY--INDIAN REVENGE AND PLUCK -- LITTLE CROW --A TEMPERANCE MISSION--NOISY GIRL--MINNESOTA CHIPPEWAS--THE TOTEMS OR INSIGNIA OF TRIBES--CUSTOMS AND NUMBERS--EASTWARD BOUND --MONTE MEN--KINCARDINE, GODERICH, SARNIA--SOLDIERING--PRACTICAL INFORMATION TO IMMIGRANTS AND TOURISTS--ADIEU.

THE PEMBINA BRANCH.

OUR course has been along the Dakota or western side of the river. The railway is to run on the other side. As to its prospects, a few words :—A branch of the St. Paul and North Pacific Railway already runs from Glyndon to the Red Lake river at Crookston. The directors of this road have agreed to recommend its immediate completion to Pembina, on the border. It is hoped that the financial condition of the company will permit of this being done shortly.

The country to be passed through offers little difficulty to the engineer. The road bed over part of the line, from Pembina to near St. Boniface, opposite Winnipeg, is ready for the rails, of which thousands of tons have been carried into the Province. We visited the northern end, then constructed to about twelve miles from Garry, late in August, 1875. Driving over the St. Boniface ferry, we

passed the brick cathedral of Bishop Taché, with the commodious residences and schools, in shaded lawns, attached (which are shown in one of our illustrations), drove up the road that skirts the river till it diverges into the prairie. Chickens sprung up in covies; the mare stood well as we blazed away with two-barrelled gun, then picked up the pretty brown grouse and off again, driving through long grass, to find another flock. A long black ditch was finally reached. One end of this ran into a coulee—Anglice, gully—the other led to the “Pembina Branch,” already seen as a long dark line two miles away.

These ditches, connecting with the streams and coulees form an extensive and very valuable system of drainage, which will soon bring thousands of acres of rich, but wet land into cultivation.

We were soon driving among light-haired Swedes and Germans, who were busy with spade and barrow scooping out ditches four feet broad by as many deep; the earth piled in the middle forms the road bed, the ditch running along the whole course. It is noticeable that this mode of construction is adopted for the purpose of keeping the road bed at once dry, and high enough to be above the snow fall.

When the American and Canadian ends of this line meet together, what will be the position of the prairie capital? By rail to St. Paul in twenty-two hours; thence to Chicago in twenty hours; thence to Toronto in nineteen hours; or from Winnipeg to Toronto, direct in sixty-one hours.

As to telegraphic communication, that is, as we have seen, completed from the south and east not only to Winnipeg, but to Battle River and Carlton, five hundred miles west of Red River.*

THE SOURCES OF THE RED RIVER.

It was the Sabbath, and we stayed for the Monday morning train at Fargo. The Red River runs under its long bridge. We strolled in the afternoon up its sedgy banks. Had we time, we would have liked to wander on past Fort Abercrombie and Breckenridge to the main southern source of this river—Lake Traverse. Beyond this lake and divided from it by but a marsh, is Big Stone Lake, whose waters run through the Minnesota River southerly. The region thus bounded, and on to Mankato, south-west of St. Paul, was but thirteen years ago the theatre of the Sioux Massacre. The greater contest between the north and south States diverted our attention from the terrible story of the barbarities inflicted in cold blood by the infuriated savages on the settlers of this devoted region. For weeks the unequal struggle went on. New Ulm and other rising villages were destroyed, women and young children falling victims in scores, till a sufficient force was gathered and placed under Col. Sibley.

Dr. Shultz thus refers to this strife in an interesting

* Lord Dufferin in his speech at the prorogation of Parliament, at the end of the Spring Session of 1876, stated this distance at 700 miles west of Red River. The figures so given are probably so made up by the curves of the proposed railway's course.

speech on Indian affairs in the North-west Territories, delivered in the House of Commons, at Ottawa, on the 31st of March, 1873 :—

“Ten years ago, this tribe of Sioux were in as profound a state of peace with the United States as the Crees are now with us; but a grievance had been growing; the conditions of their treaties had not been carried out; remonstrances to their agents had been pigeon-holed in official desks; warnings from half-breeds and traders who knew their language had been pooh-poohed by the apostles of red-tape, till, suddenly, the wail of the massacre of '63 echoed through the land. Western Minnesota was red with the blood of the innocent, and for hundreds of miles the prairie horizon was lit with burning dwellings, in which the shriek of childless women had been silenced by the tomahawk of the savage. The military power of the United States was of course called into requisition; but the movement of regular troops was slow, while that of the Indian was like the ‘pestilence which stalketh in darkness.’ Where least expected—where farthest removed from military interference; in the dead of night they appeared, and the morning sun rose on the ghastly faces of the dead, and the charred remains of their once happy homes.

“Trained soldiers, in the end, overcame the savages; but not until a country as large as Nova Scotia had been depopulated; not until the terror had diverted the stream of foreign emigration to more southern fields, and not until three military expeditions, in three successive years,

had traversed the Indian country, at an expenditure to the United States Government of ten millions of dollars, and necessitated, since that time, the maintenance of ten military posts, with permanent garrisons of three thousand men."

Thirty-eight of the worst of the red miscreants were tried, found guilty, and on the 26th day of February, 1863, executed on one gallows at Mankato. Many others were imprisoned, and the Minnesota band of Sioux was dispersed. We purpose thus referring to these events shortly as they relate to the history and prospects of Manitoba. After their defeat, Little Crow, the Chief, with his broken bands, settled at Devil's Lake, in Dakota, half way between the Northern Pacific Railway and our territory. Friendly Indians suffered with, and for the sins of the others. During the winter that followed they had little but frozen roots to eat, and hundreds of them perished from starvation.

The Sioux reserves in Minnesota were broken up and the nation was scattered as vagabonds, although many of its people had made much progress in civilization.

A band of about sixty Sioux families entered Manitoba and sought British protection. They were assigned to a reserve, but pay unwelcome visits to white settlements. Much annoyance has been last summer felt from them at Portage La Prairie, sixty miles west of Winnipeg. Some half a dozen of them here, in open day, and in sight of the village, in July, 1875, killed one of their own number—a bad Indian they said he was. There was no sufficient

force to arrest and bring to justice, and the quiet people of the Portage were made uneasy.

Arrangements have been made by our Government and accepted by this band under which they will soon be placed on a reserve suited to them, and supplied with means tending towards their education and civilization.

The following pastoral was lately issued by Dr. Machray, the Bishop of Rupert's Land to the Clergy and Laity of the Church of England in his diocese :—

“DEAR BRETHREN,—Our Church is establishing a mission for a tribe of outcast Sioux Indians, who have found for about thirteen years a refuge under the British flag, in this Province, and who are now about to be settled by the Government of the Dominion of Canada on reserves. Their history is dark and sad, but they have been quiet since they resided here; still the tragedy in Minnesota which drove them from the United States, was one of the most terrible in Indian warfare. The American Church, through Bishop Whipple, has taken a deep interest in the tribes, and has some very flourishing missions among some of the branches. There is, therefore, every promise of our mission having a ready welcome, and so of being privileged to bring these poor heathens to the knowledge of our God and Saviour.

“I add a few words from the noble-hearted Bishop of Minnesota, Bishop Whipple, who dared all things for these red men, when to speak a word for them was enough to be branded as a traitor and enemy of the white settler.

“I feel a deep pity for this poor people. They have

sinned deeply in acts of bloodshed, but were more sinned against. I believe that like wrongs would have led any Christian nation to commence a war. They had an Indian paradise. They sold it to us. In the first treaty they were greatly wronged. Afterward, they sold 800,000 acres of their reserve, and after waiting four years, and not having received anything, they began war. It is all a sad, sad story, which brings a blush of shame to my cheeks. I believe it might have been all avoided. They have lost all, and are now literally men of the trembling eye and wandering foot—homeless, dying, without knowing so much as that there is a Saviour!

“The Church Missionary Society has given a vote towards buildings, and a yearly sum of £100 towards the missionary’s salary. We hope for some help from one or two churches in Canada, but must do what we can ourselves.”

In a letter of the 3rd of March, 1876, to the *New York Times*, Bishop Whipple refers in plain and severe terms, to the subject of American Indian treatment, pronouncing the system “a web of blunders, full of shameless fraud and lies.” He continues thus:—

“North of us there is another nation of our own race. Since the American revolution they have expended no money in Indian wars. They have lost no lives by Indian massacre. The Indians are loyal to the Crown. It is not because these Indians are of another race. It is not because there is less demand for the Indian’s land. It is not because their policy is more generous. We expend ten dollars for their one. It is because with us the Indian is used by corrupt men as a key to unlock the public treasury. In Canada they are

the wards of a Christian nation. They select good men as agents. They give the Indians personal rights of property. They make them amenable to the law—crime does not go unpunished.”

With good cause, indeed, may the excellent Bishop of Minnesota lament, and all good men mourn with him ; but the remedy lies at Washington, and in the hands and hearts of the people. Were the rogues of high and low degree, from guilty state secretaries to free traders at Benton and Hoop-up, brought to justice ; had the goods and the moneys by Congress intended for the Indians, to any fair extent, reached them ; had treaties been made, but to be trampled on ; had those who should have guarded the red man's rights, not poisoned him with rum, and then robbed him of annuity, furs and land ; Sioux massacres and Blackfeet wars would be as unknown to the South as they have been to the North of the boundary. Let the spirit of the great nation rise in this its year of pride, to the level that its founder prayed for, and let its hand strike, as Jackson would have struck, and the white man may yet pass without escort by the Yellowstone or over the Black Hills, as securely as he now may along the Assiniboine or over our Pembina Mountains.

It is not many years since the Sioux and Chippewas were at enmity. At Fargo a Chippewa brave showed an example of the wonderful endurance for which the race was famed. Tied to a stake and slowly burning, he was scalped ; the wet scalp struck in his face, yet he uttered no cry. At St. Paul an angry Sioux followed a Chippewa into a store, shot him there, and escaped. “Let him go ;

let them kill each other, so they let us alone," was the verdict of the Minnesota people. Little Crow, chief of the defeated Sioux, after his defeat sent presents to western tribes and revisited Fort Garry and St. Joseph in person in order to enlist sympathy and obtain ammunition. He found neither. He was then dressed in a black coat with velvet collar, a breech-clout of broadcloth, had a fine lady's shawl wrapped round his head and another round his waist, and carried a seven-shooter. A ball from the rifle of a Mr. Lampson, who met Little Crow as he was journeying from St. Joe, put an end to the career of this able but cruel savage. We heard of the sufferings and cruelties of this terrible time still on all hands. Meeting an American officer, we asked whether such a catastrophe could again arise along the Red River. "No," he said, "there is little danger. The hostile tribes are further west, and still remember their severe punishment. There are garrisons at Pembina and other posts, and on the banks of the Missouri are a cordon of posts."

A TEMPERANCE MISSION.

Let us look at this party of three Indians and two squaws that follow a white man into the smoking car of our train at Brainerd. The white man sits beside the younger woman and they all chat together in Chippewa. He is a U. S. Deputy Marshal, and these are witnesses going with him from Leech Lake, in Northern Minnesota, to St. Paul, to give evidence in a case of indictment for selling liquor to Indians. A description of the dam-

sel of eighteen summers may suffice. Her long name translated means "Noisy Girl." Her forehead is bound with a dirty handkerchief, a short black clay pipe is generally in her mouth. Her hair is long and black, forehead low, lips thick, colour, copper; she wears silver earrings, white and black beads and black rings; her dress is European, but without a hat, and with a blanket to throw over her, and moccasins on her feet. She is a Marten. These red folks are not of the staid deportment described in older narratives. They laugh and chat together, and seem to enjoy their pipes and the prospect of a visit to the State capital, where we hope they will tell the truth through their interpreter. This Leech Lake fair one is, as we stated, a Marten—such is the division or clan of the tribe to which she belongs.

Knowing of the old custom of tribal division, we wished to test how far the Indians actually carried it into practice, and got the interpreter to ask his friends, who seemed to appreciate and understand the matter fully, and immediately replied. The interpreter spoke of the totems, or insignia, as the "marks" of the tribal division. The Chippewa nation is divided into thirteen tribes or clans, distinguished by the names of animals, being The Bear, Loon, Marten, Bull-pout Fish, Sandhill Crane, Sturgeon, Lynx, Wolf, Reindeer, Diver-duck, Kingfisher, Bald Eagle and Goose. There are, as the officer in charge informed us, 30,000 Chippewa Indians on the Government pay roll in Minnesota. Many more do not get Government support. When on their reserves their own laws

and customs prevail, but when not there they are bound by the general law of the land.

FROM THE RED RIVER EASTWARD.

At all the stations, and in the cars, are posted up warnings against sharpers and three-card monté men, yet we heard on all sides of the harvest these fellows were reaping. A father and son, who were on the boat as we went down the river, had lost, in betting at St. Paul Junction, one a watch, the other the cash he was to buy his farm with. The smart boy was not smart enough for the occasion, and, trying to win, left part of his savings in an unscrupulous rogue's pocket.

On Sunday evening we walked over the bridge to Moorhead to find a church. The saloons and taverns were all open, bars and billiard-tables occupied as usual and without concealment, but we could find no open place of worship. The parsons seemed to be off for their vacation.

The prairie to the west of Fargo caught on fire, and as night fell burned with a strange lurid light. The smoke rose up in a broad cloud between us and a beautiful rosy sunset. On Monday morning we are again spinning along through the park-like region, through which wild pigeons fly, and we pass many ponds full of ducks.

We cross the Mississippi on a new bridge, and see again the rocky banks and beautiful dalles of the St. Louis, entering Duluth at sunset. Very early, on the second of September, we steam off in the good propeller *Ontario*,

Capt. Robinson, of the Beatty line, bound for Sarnia. Passing between Isle Royale and the Grand Portage, evening brings us to Prince Arthur's Landing; noon of the fourth finds us at Sault Ste. Marie; in another day we reach Kincardine, a busy town of 3,500 souls, with immense salt works, many substantial stores and residences, and an air of thrift and prosperity. The weather has been blustery, and the tables are not always well filled with guests at meal time, but 5,000 barrels of flour taken on at Duluth steady our vessel. Next we come to Goderich, standing high up over its excellent harbour; early on the sixth we are at Sarnia, which, with its street railway and many new buildings, seems quickly gaining a city-like appearance. Here we disembark, and take the Great Western Railway.

We have run a race from Duluth with the *Sovereign*, a trim propeller of the Windsor line, which still keeps its own ahead of us. At Sarnia and at various stations on the line, our train is boarded by jolly companies of red-coats, men and officers, going to the annual militia drill for Central Ontario, at London. More regiments there meet us coming from other regions, and the station has quite a war-like appearance. We roll past fields in which reapers are yet gathering the harvest, which is generally stated to be of unusual abundance, even for this, the garden of the province, and we at last arrive at the city of our choice, where friends greet us and our vacation trip is over.

PRACTICAL INFORMATION.

Mr. E. Brokovski, of Toronto, formerly editor of the

Manitoba *Gazette*, kindly furnishes the following list of questions, lately propounded by him to an old and respected resident of that Province, and the answers received; which our readers may consider as eminently reliable.

Q.—How long have you resided in Manitoba and been engaged in agricultural pursuits there? A.—Eighteen years.

Q.—What opinion have you as to the adaptability of the climate and soil of Manitoba for agricultural purposes? A.—The climate and soil of Manitoba are well adapted for agricultural purposes.

Q.—What is the average depth of the vegetable deposit or top soil on the farm you now cultivate? A.—Average depth of soil on my farm is about eighteen inches.

Q.—Has it been customary for you to apply manure or artificial matter to any extent in tillage and crop raising? A.—I am not in the habit of applying manure except for root crops; it is not absolutely necessary to do so; but it pays.

Q.—Give list of grains, etc., which you have successfully cultivated? A.—I have raised successfully, wheat, oats, barley, peas, rye, etc., etc.

Q.—What has been your success in raising garden produce? A.—Have succeeded admirably with all kinds of garden produce; also, strawberries, currants, asparagus, rhubarb, etc.

Q.—Give the average yield per acre and the minimum and maximum weights of grain per bushel. A.—Wheat yields in some instances sixty bushels per acre; but averages twenty-five or thirty bushels, with inferior cultivation, and weighs over sixty pounds per bushel. I prepared for the Centennial Exhibition a bushel of grain weighing sixty-nine pounds to the bushel; oats weigh over forty pounds; barley over fifty pounds.

Q.—Give average quantities of the amount of seed generally sown by you per acre, of the different classes of grain? A.—I sow two bushels of wheat to the acre; three bushels of oats; three of barley, and one and a half of peas.

Q.—State how often you have sown any one class of grain in the same soil for consecutive seasons, and if so, did this result in deterioration of

quality? A.—Three successive crops of wheat can be raised on my land without deterioration to the soil or grain. Thirty successive crops have been raised on some of the points of Red River, where the vegetable deposit is eight feet deep.

Q.—What is the cost per acre for breaking prairie soil; and the cost per diem in this respect for a team of horses or oxen? A.—The cost for breaking soil is \$5 per acre. Horse teams are worth \$5 per day; oxen, \$2.

Q.—Give the earliest and latest dates at which you have commenced ploughing for spring crops; also, the dates at which you have harvested? A.—Have commenced ploughing as early as the 12th of April; and commenced harvesting by 28th July. Average time is April 25th, and August 12th.

Q.—Give the ordinary prices of the following live stock: horses, oxen, milch cows, sheep, pigs, and domestic fowls? A.—Horses are worth from \$300 to \$400 a span; oxen, \$120 to \$180 per yoke; cows, from \$30 to \$50 each; sheep, \$6; pigs (half grown) \$5; chickens, 37 cents; turkeys, \$1 50 each.

Q.—What is the average time (if at all) at which you have housed your live stock for winter, and about what time have you generally turned them out for pasturage in the spring? A.—Usually commence stabling cattle about middle of November, and turn them out about 1st of April.

Q.—Give a rough estimate of the amount of capital required by emigrants for the suitable location or settlement of a quarter section of land in Manitoba, at a moderate outlay? A.—\$1,000 is the very least that an emigrant should attempt to settle with on a quarter section of new land.

Q.—Do you regard the climate of Manitoba as healthy? A.—Extremely healthy.

Q.—Have your grain or root crops ever suffered from any pest or insect other than grasshoppers? A.—Grasshoppers are the only pest we are troubled with.

Q.—How often have your crops been a total failure through the ravages of grasshoppers? A.—One total failure and four partial failures.

Q.—In the spring of this year do you intend to place your usual extent of land under crop? A.—I intend cultivating all of my land that is broken up.

Q.—Do you find a ready sale at fair prices for all your farm and garden products? A.—A ready sale at good prices for all kinds of produce. Last summer I sold \$30 worth of peas from two quarts of seed of garden peas; sold in pod at \$4 per bushel; got from \$3 to \$4 per bushel for new potatoes; and in the fall sold potatoes at \$1 per bushel. Wheat is now worth \$2 25; oats, \$1 50; barley, \$2; potatoes, \$1 50. No garden produce for sale.

W. B. HALL.

The Hermitage,

Headingley, Manitoba, Jan. 28th, 1876.

A communication from Mr. Burrows, who is widely known as an extensive dealer in land in Winnipeg, formerly of the Dominion Land Office, and who is full of well-grounded enthusiasm as to the future, has reached us. Though many of the points referred to are already placed before our readers, yet they are of so much practical interest that we give the following from Mr. Burrows' letter, as an excellent summary of the advantages offered to settlers on Government lands in Manitoba:—

1. Each individual settler over 18 years of age is entitled to a free grant of 160 acres on completion of settlement duty for three years.
2. In addition, the homestead settler is allowed a pre-emption or credit of three years upon an adjoining 160 acres, at one dollar per acre.
3. Each settler may purchase the balance of the section (640 acres) for cash at the Government price of one dollar per acre.
4. There are still large quantities of valuable land within reason.

able distance of Winnipeg open for settlement or location ; such as the greater part of seven townships in Ranges 2 and 3 east, on the west side of Red River, commencing from the outside of the Half-breed Reserve near Point Grouette, 30 miles south of Winnipeg, and extending thence to the boundary line at Pembina. Again, on the east side of Red River, along the Pembina Branch Railroad, are six townships, including the greater part of the late reserve of Emerson, most of which are still available for settlement.

Again, west of this city we find parts of several townships, in and near the settlements of Victoria, Woodlands, &c., and between Shoal Lake and Lake Manitoba, open for location, all within 60 miles of this city. Then passing further west, beyond the line of Rat Creek and Lake Manitoba, we find hundreds of thousands of acres of the richest lands available to the settler. On the southern trail of this district the land is mostly prairie, but having an abundant supply of wood contiguous, on the slopes of the Riding Mountains, and is already dotted with nuclei of settlement at many points as far as Shoal Lake West.

Westerly of Lake Manitoba the land is abundantly dotted with groves of considerable extent. This whole district centreing for the present around Portage La Prairie, Palestine, Burnside, &c., already possesses a good market in the wants of the Mounted Police, railroad and telegraph construction survey, exploration, trading and settlement parties. Of the 3,000 carts estimated to have passed west over the Portage between Lake Manitoba and the Assiniboine River last season, fully one-third were laden with flour, oats, barley and vegetables. Truly this want will soon find a local supply nearer home, but ere long some point on the south shore of Lake Manitoba, commanding its navigation, will loom forward and speedily take rank as a city of the Prairie Province. This section, as proven by experience in the past, is calculated to attract settlement much before a more heavily wooded district, and must soon be supplied with railway communication, which will be readily furnished by American capital on the completion of the Pembina branch.

In addition to the free grant districts referred to, it is understood that the half-breed reserves will be distributed during the coming summer. If this much-to-be desired consummation is reached, then the greater part of the 1,400,000 acres, comprising some 54 townships of our finest lands surrounding Winnipeg, will be thrown upon the market and probably sold at about the Government price in consequence of the hard times and consequent scarcity of money. This will furnish an opportunity, scarcely likely to happen again, of securing farming lands at a merely nominal price, that in a few years will be the most valuable land in the Dominion.

The Pembina Mountain district to which you refer is deservedly attracting attention, and is rich in every requisite of settlement. Pioneered by a valuable class of settlers, mills, schools and stores are being supplied, and altogether the settlers are displaying a degree of enterprise and vim that must soon carry them to the front rank of our new communities.

Yours, &c.,

A. W. BURROWS.

Winnipeg, Feb. 22nd, 1876.

The tourist will find no route offering more inducements than that we have described. With a couple of blankets, waterproof boots, and strong, warm clothing, he may, on landing at Prince Arthur, and examining its interesting mineral region, pay a visit to the Grand Portage and Isle Royale; then pass up the Kaministiquia, see the Old Fort and Mission and the beautiful Kakabeka Falls, which are higher than Niagara; pass on by the Dawson route, through Kewatin, stopping at Rainy River and the Lake of the Woods, to enjoy their romantic scenery and drop his line in their clear waters. He will find good

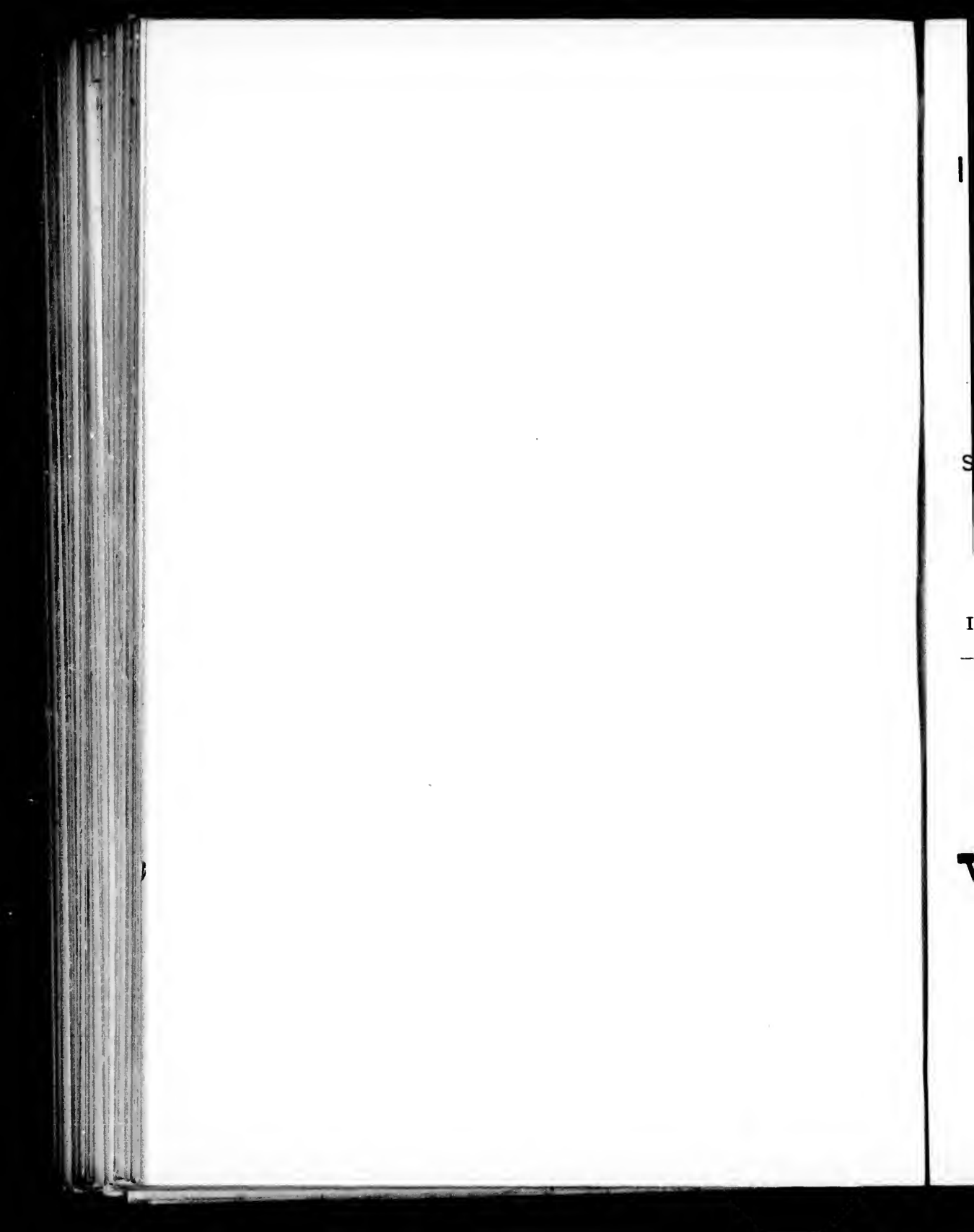
use for gun and rod on the route through both prairie and lake regions of Manitoba and Minnesota. The "through ticket" from Toronto to Winnipeg cost last year but \$34. Great inducements are offered to emigrants to Manitoba, as stated in a previous chapter. Their passage from Europe is aided by the Dominion Government on terms which may be ascertained on application to any of the agents, who can be found in any city of considerable size in Canada or Europe. The traveller from our older Provinces can go by the "all-rail" route through Chicago and St. Paul, the ticket from Toronto costing about \$50; but that described in our first chapters, taking boat at Collingwood, Owen Sound, Windsor, Sarnia or Southampton, is cheaper and more pleasant. Excellent meals and accommodation are supplied on the boats. After leaving them at Duluth, meals are extra, but can always be had at moderate prices. Between Fargo and Winnipeg a provision basket may well be carried. By all means avoid the gamblers, thimble-riggers and three-card monté men—insinuating rogues who infest the route of the Northern Pacific Railway, sometimes in the guise of smart merchant travellers, sometimes in that of bluff hearty farmers or of mechanics, and so fleece the unwary. The quiet traveller will never be molested, but will receive as much courtesy as he gives to those with whom he mingles. The settler should enter the Province as early in the spring as possible. It is not advisable to buy teams or waggons on the route, but the Ontario farmer who is so supplied, will fare pleasantly, by bringing his team by boat and rail to Fargo, then

harnessing up, and driving in over the stage road. Horses can be bought at Emerson and elsewhere near the border, at from \$60 to \$150, and farm waggons at from \$65 to \$85; also oxen, which do best for breaking the prairie, at \$150 per yoke. Cows cost \$35 to \$45 each. The Government land and emigration agents at Emerson will always be at hand to give correct information.

Those who proceed on to Winnipeg, or go by the Dawson route, will there find the like facilities on a larger scale.

Finally; to avoid trouble at the Custom House, each emigrant should procure, from the nearest United States Consulate to which he resides in Ontario or Quebec, a Consular certificate to the effect of the goods being personal effects *in transit* from one Canadian port to another, for which a fee of from \$1 to \$2 50 will be charged according to contents of invoice, which he must produce when obtaining certificate. No delay of any moment will occur in entering the Province of Manitoba, if the emigrant will take the precaution to have his invoice or list of goods certified by the Customs authorities at the port in Canada from which he starts. The production of the certified invoice is all that is necessary. No fees are charged for this certification, the possession of which enables the emigrant to pass his goods at the Custom House in Manitoba without further trouble.

We wish you all a very happy journey, and adieu!



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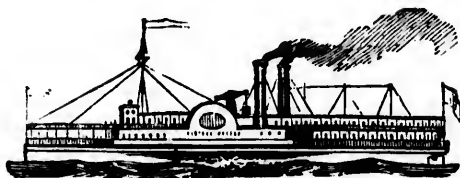
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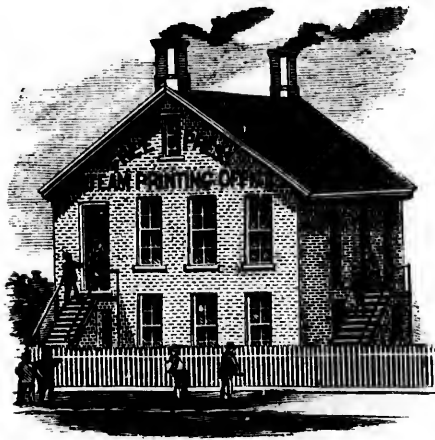
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