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THE COLONIST.

A Monthly Magazine Devoted to the Interests of Western Canada.

VOL. 6. No. 8.

WINNIPEG, JANUARY, 1892.

ONE DOLLAR A YEAR.

Manitoba.

Fred. Young is opening in the furniture line at Cypress River.

A new butcher shop has been opened at Treherne by Chas. Barkwell.

Mr. Farquharson is making progress with his new hotel at Cypress River.

Wm. A. McIntosh, sewing machines and musical instruments, Winnipeg, is giving up business.

The Grand Union hotel, Winnipeg, is again under the management of the landlord, John O'Donohue.

Mr. George Morton, of Boissevain, who died on Sunday, Dec. 26th, was one of the foremost business men of southern Manitoba.

Inland revenue collections at Winnipeg for December were \$34,625, being an increase of \$10,714 over the same month last year.

R. E. Gosnell, of Vancouver, has been appointed associate editor of the *Winnipeg Commercial* with headquarters in British Columbia.

A. F. Eden has been offered and has accepted the position of the manager of the Manitoba Mortgage and Investment Company at Winnipeg.

The annual meeting of the Winnipeg Industrial Exhibition Association will be held on Thursday, January 14, in the board of trade rooms.

Notice has been given in the *Manitoba Gazette* of the application of "The Manitoba Binder Twine and Cordage Company," for incorporation.

Mr. H. Cockshutt, the well-known plow manufacturer of Brantford, Ont., was recently in Winnipeg arranging for the opening of an extensive warehouse.

Out of the \$37,000, the amount of the recent levy of taxes for the city of Brandon, there was paid in by December 1st about \$35,000. This speaks for its prosperity.

McMicken & Paterson, insurance agents, Winnipeg, have dissolved. John Paterson now becomes the sole agent of this district for the Commercial Union Insurance company.

The new Northern Pacific hotel at Winnipeg was opened with a ball on New Year's eve. "The Manitoba" as it has been named is said to be the finest hotel in Canada.

Among the immigrants who arrived on Thursday were 50 Austrians direct from their native land. Most of them will settle in Manitoba, a few of them going to the Territories.

The Northwest Commercial Travellers'

Association held their annual meeting in the board of trade rooms at Winnipeg on Saturday, December 26th. Upwards of sixty members were present.

The Hudson's Bay Co.'s grocery department, Winnipeg, has been awarded the contract for supplying the Selkirk asylum and the Deaf and Dumb institute with supplies for the coming year.

The Brandon farmers' institute has passed a resolution in favor of free binding twine. The farmers very naturally want the duty removed from this article, which duty is a direct tax upon their industry.

The report of the transactions at the Dominion Gov. Savings' bank, Winnipeg, for month of December shows that the deposits exceed the withdrawals. Deposits, \$22,155 00; withdrawals, \$20,759.33.

It is announced that Mr. John Cameron, chief clerk in the Department of Agriculture of Manitoba, has accepted a responsible position in connection with immigration work in Toronto, under the Manitoba Government.

Morden Monitor: "Mr. Robert Watson, the Manitoban who has made his fortune in one year at farming, is to be seen daily driving into Morden with big loads of wheat. On Saturday last his load consisted of 41 bags or 82 bushels."

The annual meeting of the Turtle Mountain E. D. Agricultural Society was held at Boissevain on Monday, 14th ult. At this meeting it was decided to hold the next annual exhibition of the Society at Boissevain in July. Directors were appointed for the ensuing year.

Mr. James Anderson, the popular manager of the Hudson's Bay Company's mills at Winnipeg passed away on Sunday, Dec. 20th, at his residence in that city. Mr. Anderson's service with the H. B. Co. began over 31 years ago, and he was one of their most valued servants.

An instance of the mixed nature of the population of Manitoba could be noticed in the store of Mr. J. Hiebert of Pilot Mound, recently, when there was present, at one time, the representatives of six different nationalities. There was a German, a Dane, a Belgian, a Frenchman, a Canadian and a Chinese.

Winnipeg is to have a new carriage and harness firm composed of Mr. Ross, of Hamilton, Ont., and Mr. Maw, of Calgary. The firm has secured premises in the Henderson Block on Princess Street and have a stock of goods on the way. In about three weeks they expect to have full lines. They will carry all

kinds of vehicles, plows, harrows, seeders, windmills, etc.

The Canadian Pacific railway land department reports exceptionally large sales of land for the month of December, being double those of the previous month. The sales in South-western Manitoba were larger during the month than they were during the whole of 1890. The land sold is chiefly situated in the Killarney, Deloraine and Boissevain districts. There is also an active demand for land west of Melita. Mr. Sandison, of Brandon, has purchased 36,000 acres near Carnduff and Carievale, and will establish a farm there, as well as working his big farm at Brandon.

The following statement shows the value of goods exported, imported and entered for consumption, with duty collected thereon, at the port of Winnipeg during the month of December, 1891, as compared with the same month in 1890:

	Value 1890.	Value 1891.
Exported	\$176,875 00	\$615,057 00
Imported dutiable	103,795 00	132,767 00
" free	278,244 00	35,275 00
Total imported	382,039 00	168,042 00
Entered for consumption, dutiable	103,830 00	138,785 00
Entered for consumption, free	278,244 00	35,275 00
Total for consumption	382,074 00	174,060 00
Duty collected	\$34,495 96	\$40,797 76

Since the opening of the Northwest Central railway, a new town has grown up at the present western terminus of the road, called Hamiota. The town is situated in the centre of a splendid agricultural country. It is in the centre of the municipality, and it is situated about twenty five miles from any other point of any importance. Being the end of the track it will gain a lead on any other place between Rapid City and the Assiniboine, and will, no doubt, keep it. It is also well supplied with good spring water. Among the buildings are: W. Elliot, general store and postoffice; J. White, hardware; J. C. Gibbard, boots and shoes; Toad & McKellar, livery, feed and sale stable; Hawthorne Bros., do.; A. Miller, flour and feed; J. McConnell, office and lumber yard; W. Hawthorne, blacksmith shop; McMurchie boarding house; Bethune, do.; Sangman, do.; M. Turriff, real estate, insurance and loan office. Scott, of Shoal Lake, is building a \$2,000 store, with a specially constructed cellar for dairy products. The Massey-Harris Co. will build an implement warehouse and S. Dinmore another one. Notwithstanding the cold weather, gangs of carpenters are keeping right along with building operations. N. Hawlf has built a grain warehouse, which is managed by R. S. Armstrong, of Rapid City.

The Colonist.

A MONTHLY MAGAZINE DEVOTED TO
WESTERN CANADA.

Sixth Year of Publication.

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WINNIPEG, JANUARY, 1892.

SETTLING WESTERN CANADA.

Who are to people our western prairies? is one of the leading questions before Canadian politicians to-day, and it certainly in point of importance deserves that distinction. Here we have a vast country with almost endless resources and natural advantages, offering many varieties of climate yet practically uninhabited save for a few wandering Indians and an occasional cluster of white settlers at long intervals apart.

The tendency of Canadians in the past has been to underestimate the value of that part of their Dominion which lies to the west of the Great Lakes, and to receive with incredulity all accounts of the richness and fertility of its soil, or the extent of its grazing lands. They would insist that such accounts were mere stretches of imagination or direct falsehoods told to suit some selfish purpose of the narrator. Even yet they are inclined to doubt the most modest statements regarding these or any other of its many features. Fortunately there are more settlers in the country now who have seen with their own eyes and proved in their own experience that its soil is rich and fertile and that its other resources are all and sometimes more than all that they have been represented, and the testimony of these given from time to time to the world is beginning to awaken eastern Canadians to the importance of developing those latent sources of wealth. They now understand to some extent what an increase it would make in the products of the Dominion if the west was populated and the available land under cultivation. But they do not understand even yet what an important factor that west will be in the building up of the future Canadian nation. However, it is enough for the present, that they are willing to do their share of the work of populating it and no doubt time will bring to them a full realization of fact that many and valuable as the pro-

ducts of eastern Canada are, the younger west possesses more substantial attractions for settlers.

The greatest wealth of the country lies its capacity for raising grains, therefore the class of people most needed is farmers. It would be a comparatively easy matter to populate the whole of western Canada if all classes and conditions of men were welcomed and encouraged to come to it, but they are or should not be welcomed or encouraged, as only farmers and stock-raisers have at present any certainty of bettering their condition by emigrating to it. The necessity is for people who are able and willing to farm and who would stay at that occupation in spite of an accidental disappointment or two at the outset, which would most likely be due to their own inexperience or mismanagement rather than to any fault of the climate or soil. Those who would under such circumstances become discouraged and leave the farm for the towns or cities are not wanted.

It would also be advisable to some extent to exercise care in the selection of the class of farmers encouraged. Those whose national prejudices or personal habits would prevent them from becoming socially and intellectually the equals of Canadians would not be desirable. The preference would under this rule be given to those from the British Isles or the northern countries of Europe. A comparison of the relative conditions of the Canadian and British farmer will show that in a great many ways the latter is not so well off as the former, consequently it should be an easy matter to get them to come to Canada. They are becoming dissatisfied with their present relations to the Government and aristocracy of Britain, and are eager for a change of some kind. The cause of this dissatisfaction is difficult to trace, but it is principally merely sympathy with the general desire for social changes which is manifesting itself in all the civilized parts of the eastern hemisphere. Canada although also in some respects sorely in need of social reform would afford them a happy relief from the old burdens and would not impose any new ones likely to weigh very heavily on them as farmers. This advantage would be only in addition to those which she offers of land ownership and increased freedom. As direct gains they would have individual liberty in the highest degree, equality with all men, eligibility for the highest positions the coun-

try has to offer, free public schools, and a host of advantages denied them in the mother country. Our educational system ranks as the best in the world, our form of government is good, we have no aristocracy or royalty to be kept up, no burdensome standing army, and no war clouds. The only capital needed is brains and muscle, with these and a reasonable amount of perseverance, it is possible in a few years to become independent and perhaps wealthy.

It is reasonable to expect that if these facts were placed before the farmers of the old country, the result would be a general emigration to Canada. But a great drawback to the carrying out of this plan is the lack of knowledge of its geography and physical features which exists across the Atlantic. They have after all the trouble that has been taken to enlighten them only a very hazy idea of what the country is like and how it is situated. Of our climate and products they know nothing, the prevalent idea of the climate being that we have winter all the year round with the thermometer ranging among the forties below zero.

With these facts in view can we wonder that more of the desirable classes of British and European agriculturists are not found on Canadian farms, or that they are tardy in accepting invitations to leave the familiar if it is distasteful life of the present for the uncertainties of a new one in a strange land.

It is gratifying to note that a start has been made towards introducing Canadian geography into the old country schools and it is to be hoped that still further advances will be made by the introduction of Canadian history.

The work before our Government then is to impart to these farming classes a practical knowledge of the geography, physical features, productions, resources and social conditions of Canada and especially the Northwest, and when as a result knowing these things they see that in Canada they would be better off, no difficulty will be found in inducing them to come and be among the first settlers in a country which is destined to be the home of the most prosperous and happy of the future nations.

CHRISTMAS IN WINNIPEG.

To thoroughly realize all the pleasures which belong to the Christmas season one must spend it in Winnipeg. Nowhere else is it possible to see both nature and

man so thoroughly earnest in their efforts to properly celebrate that anniversary. Both assume a holiday cheerfulness and bend their energies to doing full justice to the occasion.

More especially is this so with man after a year of prosperity such as 1891 has been. When everyone has the comforting assurance that there is plenty of food and to spare in the larder and they need "take no thought for the morrow" they feel justified on the approach of Christmas in throwing aside business cares and indulging in seasonable pleasures.

The young people spend their time in sleigh-riding, skating, tobogganing, snow shoeing and dancing, the weather generally being favorable to the full enjoyment of those amusements. The children likewise have their pleasures, a great many of their evenings being spent in practicing for the Christmas concert and festival of their Sunday School. The old people sit by the fires in their comfortable homes reading, or chatting of their own young days spent in the old home perhaps away in the backwoods of an eastern province.

Christmas itself is usually very quiet, the morning especially. A great many go to church and engage in services which commemorate the event that gave this day its peculiar significance to Christians. After that comes the dinner with its turkey and plum pudding, and then the fun commences. All who are young enough to enjoy such exercises, go skating or tobogganing or don their snowshoes and away for a run over the prairie; those who cannot hold convivial gatherings in their homes and engage in in-door amusements.

Thus the day is spent and the season ended which has always been representative of the happiest event in the history of the world. It is observed with a Christian reverence for the day itself combined with a healthy and innocent indulgence in pleasures which help to relieve the tedium of winter in the north land.

Editorial Notes.

"Our Highways to the Sea" is the title of a twenty-five page pamphlet just issued by James Fisher, M.P.P. of Manitoba, containing his views on the importance of the Hudson's Bay Railway as an ocean outlet for Western Canada, and on the enlargement of the canal system between the Great Lakes and the Atlantic. The plans proposed for the accomplishment of

these objects are ably discussed and the advantages and objections to them brought out. Mr. Fisher is evidently strongly in favor of both being pushed to completion as soon as possible.

ONE of the most promising of the Canadian magazines is *Canada*. This really excellent publication comes from Benton, New Brunswick, and is a credit to the "bluenose" province. With the 1892 January number it begins its second year, which, judging from that number, will be a year of good things for its readers. It has been enlarged to 24 quarto pages and cover. The reading matter treats on history, biography, literature, science and art, and has a Canadian flavor which will be especially pleasing to readers in this country where so much of what we read comes from "across the line."

Mr. A. J. McMILLAN, the Manitoba Government representative at Liverpool, England, is doing good work throughout the old country in the interests of this province. We received during December a lengthy report of a lecture which he delivered in the town hall at Tamworth, on the evening of November 9th, before a large audience, the text of which afterwards appeared in the Tamworth *Mercury*. Judging from his utterances on that occasion we should say that Mr. McMillan is determined to avoid the slightest appearance of exaggeration in his statements about Manitoba. He indulges in no theorising but confines himself to placing actual facts before the people whom he addresses.

If there is one thing more than another for which the province of British Columbia deserves credit it is her newspapers. No better papers are published in the whole Dominion than those which are issued from the three coast cities, Victoria, Vancouver and New Westminster. They come to hand every week cleanly and well printed and with the reading matter nicely arranged. The editorials are always written in good style and generally bear evidence of deep study. They have one very grievous fault though in common with nearly all our Canadian newspapers, that of wasting too much energy and space in abusing each other. A moment's thought would convince any of them that it is not only wrong but hurtful to waste their talent in such a way.

Only a Printer.

"He is only a printer." Such was the sneering remark of a leader in a circle of aristocracy—the codfish quality. Who was the Earl of Stanhope? He was only a printer. What was Prince Edward William and Prince Napoleon? Proud to call themselves printers. The present Czar of Russia, the crown Prince of Prussia and the Duke of Battenburg are printers, and the Emperor of China works in the private printing office almost every day. William Caxton, the father of English literature, was a practical printer. What were G.P. Norris, N.P. Willis, James Gales, Charles Richardson, James Parker, Horace Greely, Charles Dickens, James Buchanan, Simon Cameron, Schuyler Colfax? Printers all, and practical ones. Mark Twain, Amos J. Cummings, Bret Harte, William Dean Howells, Joel Chandler Harris and Opie P. Reed are plain practical printers, as were Artemus Ward, Petroleum V. Nasby, and Sut Lovingwood. Senator Plumb, of Kansas, and James G. Hogg, governor of Texas, are both printers, and the leader of science and philosophy in this day made it his boast that he was a "jour" printer. In fact thousands of the most brilliant minds in this country are to be found toiling in the publishing houses of large cities and towns. It is not every one that can be a printer—brains are absolutely necessary.—*Century*.

Literary.

We have been favored with a copy of the initial number of *The Manitoban*, Winnipeg's new monthly magazine. It promises its readers a monthly review of current events, articles from the pens of our foremost writers and such miscellaneous matter as its editor may deem worthy of publication. Judging from the first number, it will be an interesting addition to the periodicals of the country. Its well printed, clean looking pages and general appearance, speak for skill and good taste of the publishers. The price has been placed at one dollar a year for regular subscriptions or ten cents for single numbers. It can be obtained through any book store or direct from the office at Winnipeg.

A new Manitoba monthly has made its appearance under the name of "*The Methodist Gleamer*." It is published "in the interests of Manitoba and Northwest Methodism," to quote its title page, and comes from the town of Killarney. The Rev. G. H. Long, of Bois-Sevain, and Rev. Henry Lewis, of Killarney, are its joint editors. The annual subscription has been placed at 50 cents, and judging from the get up of the first number, it will be well worth the money.

Alberta.

A new postoffice has been established at Lacombe station on the C. & E. railway.

The Bank of Montreal intend to open a branch at Edmonton early next spring.

The *Edmonton Bulletin* says Indian hunters report muskrats very numerous also prairie chickens and partridges. Rabbits are on the increase and also lynx which seem to be travelling westward. Bears were unusually numerous this winter.

Homes in Canada.

In Dakota the extent and importance of the migration of settlers to Canada is evidently being recognized. The journals of Aberdeen, S. D., are now having a lively discussion on the subject. One of them, the *News*, blames a contemporary for being too friendly to the movement, and in order to belittle it, describes the farmers who are leaving as being "played out," "dead-beats," etc. The *Star* retorts that if this description were correct it would evidently deserve thanks, and declares that as long as fresh victims could be lured in it mattered little, but now the case is different, for when a settler is sold out and leaves "his place is vacant and he is missed." It further says:—"A recent issue of the *Weekly News* contains notices of fourteen mortgage foreclosures. The amount in average default on these mortgages is less than twenty dollars, and in one case only nine. Think of a man losing his home for the lack of nine dollars! The cost of foreclosure is from \$125 to \$150 each. If a man cannot meet his interest payments, how can he hope to pay these exorbitant attorney fees and redeem his home? He cannot and he does not."

Evidently when a farmer is reduced to such a state of penury he has adopted an unsuitable location, and it is equally plain that the "institutions" of the country have increased, instead of lightening his burden. As the *Star* says in continuation:—

"The eviction of families from homes they have spent years in making for the lack of \$20 each gives South Dakota a blacker eye and tells of deeper misery than all the tales of drought and blizzards that have ever been printed; and who can wonder that the stories of a paradise in the north, where the mortgage shark is unknown, comes to poor harvest less devils like a vision of hope in the midst of despair?"

This vision of hope is known to be no delusion. Those who have already made the change have experienced the benefit and have communicated the happy intelligence to their neighbors, so that the migration into the Canadian Northwest is growing apace. Fortunately, too, the movement is not confined to the unfortunates thus described, for many are being wise enough to remove before they are thus stripped.

Poor crops, exorbitant interest, and heavy law expenses are not the only drawbacks that cause our neighbors to envy Canadian settlers. Another Dakota journal has a boastful statement as to the profit made by a dealer on the shipment of a car of wheat to Duluth, and says:—

"McCormick states he cleared just \$115 on the car over home price." To this the Jamestown, North Dakota *Alert* rejoins:—

"A difference of \$115 a car is a difference of about 20 cents a bushel. The only conclusion at which we can arrive, with the data before us, is that this 20 cents a bushel difference represents the profit the elevator men demand for handling the grain. It is too much."

It certainly is too much to enable the unfortunate farmer to make a living, but happily he

has a remedy by removing across the line into Canadian territory where there is no such extortionate toll, so that in addition to a better crop he can get a higher price for each bushel. In addition to its natural advantages Canada has the benefit of being governed according to a wise policy, which enables the settler to prosper—to make a comfortable and happy home.—*Toronto Empire*.

The Ruffed Grouse.

There is no bird more generally distributed throughout North America than the ruffed grouse, or the partridge as it is generally named. These interesting and familiar birds love the thick woods, preferring places where the ground has grown over with small trees and berry bushes. The close underwood about the borders of swamps is a favorite resort, and the old deserted clearing in the rough countries of Ontario became a paradise for partridges. The food of the partridge, in summer, is seeds, berries and insects. In winter the buds of trees, and some varieties of wild fruit that continue to hang on the bushes serve for support. In Manitoba the winter food of these birds is the fruit of the wild rose, thorn apples and nanny berries, the buds of the hazel and white birch are also eaten. Like other varieties of grouse, the partridges bury themselves in the deep snow during the cold nights of winter and gather into small flocks or coveys in order that the time may pass more pleasantly. Like all the grouse family the partridge is polygamous and does not go in pairs like pigeons or water fowl. The drumming of the male partridge has much of a puzzle to those who have attempted to describe the bird. In April the male selects an old moss-covered log, invariably in a close thicket; on the fallen tree the cock partridge takes his place, usually in the morning, and at intervals of a few moments beats his sides with his wings, commencing with a slow, heavy beat, the motion becoming more rapid and terminating in a kind of shivering tremble. The noise continuing while one might count fifteen or twenty and on a calm morning can be heard for a distance of a mile or more. In Manitoba partridges seem to be on the increase, as the birds are little sought for on account of the difficulty of penetrating amongst the thick underwood of the forests of this country, consequently partridges exist in considerable numbers wherever there are woods. The spruce partridge is also found in Manitoba, where the overgreen forests cover the country; it is dark in color and is not so social, gay and frisky as other varieties of the wood grouse. All these kinds make nests on the ground, often in very unlikely places, about a dozen eggs spotted with brown are laid. As soon as the wild little chicks are out of the shell they possess a sagacity and activity that is marvellous and can fly from the first. At this time nature also gives the mother bird a degree of wisdom, watchfulness, courage and readiness of resource that do not form any part of her ordinary character, but by means of which she becomes, for a time, the superior in intelligence of all animals that are her natural enemies.—*Exchange*.

A Hudson's Bay Veteran.

DEATH OF CHARLES WEIGAND WHO TAILED ON HUDSON'S BAY SIXTY YEARS AGO.

Mr. Thomas Weigand died at his home at Fort William recently at the advanced age of 92 years. He had been an old employee of the Hudson's Bay company at Moose Factory, Hudson's Bay, and had for years commanded one of the company's ships sailing in the icy waters of the far north. About twenty years ago he, with his family, came to this country by means of the long and tedious canoe route between Moose Factory and Michipicoten, on Lake Superior, and settled on the banks of the Neebing river, founding what is now the thriving little village of Weigandville.

His father was in the employ of the Hudson's Bay company in the early days of that company's existence, and Thomas, at the age of about fifteen, in the year 1813, came to Hudson's Bay to join his father. He also secured employment in the service of the Hudson's Bay Co., and served them continuously for about 60 years. For over fifty years of this time he was employed as a sailor on the waters of Hudson's and James' Bays and Lake Superior, his vessels being used for the distribution of freight to the various posts and stations in the different parts of the country.

In his experience as a sailor, it may be interesting to note that before the building of the Soo canal he was one of the sailors who volunteered to take one of the vessels of the company through the rapids of the Soo river, from Lake Superior into Lake Huron, a feat which had never before been attempted and has never since been repeated. For many years he transported all the mails from Lake Superior to the Hudson's Bay, and his experiences it may readily be understood, were varied and exciting.

Something like fifty years ago, the Hudson's Bay post at Hannah Bay, in charge of Weigand's brother-in-law, was attacked by Indians, and his sister, her husband and nearly all the employees of the post murdered. Mr. Weigand joined a party seeking retaliation and revenge and succeeded in shooting or capturing all the Indians but one who had participated in massacre. He leaves a family of eight children. His wife, the daughter of Thos. Cochrane, one of the Hudson's Bay Co. factors, died about 18 years ago.

Canadian live stock men are showing a great deal of interest in the World's Fair. F. W. Hodson, of London, Ont., writes to Chief Buchanan asking what the various states have done in the way of offering special prizes. He says the Canadian World's Fair committee is urging the Ontario Government to offer prizes for live stock to be shown at the Fair from Ontario. The committee is also asking that special prizes be offered for all kinds of Canadian exhibits.

The chrysanthemum is rapidly becoming a favorite flower outside of China. It is reported that a variety was recently discovered called the Hio-go, a remarkably pretty one, and for which a sum as high as \$20,000 has been offered.

Manitoba's Elevator System.

A SPLENDID RECORD FOR THE PAST DECADE.

Ten years ago Manitoba was without any elevator system. Start out with this fact in view, and then glance over the list of elevators now, and we think the reader will find therein genuine cause for astonishment. All the elevators in this long list have been built within the past ten years! This is a fact which speaks more than could be expressed in columns of matter, of the wonderful progress made in the wheat belt of western Canada, within the past ten years. The wonderful showing made in the erection of all these elevators within a single decade, may be taken as a safe index to the development of the grain growing industry of this portion of Western Canada. If we had not here a magnificent grain growing country, there would certainly be no such record as this in the line of elevator construction.

Elevator building in Manitoba commenced in the year 1882. In this year the Ogilvie Milling Co., and D. H. McMillan & Co., erected each an elevator in connection with their flour mills in Winnipeg, and in the same year something was done towards establishing elevators at other provincial points, where towns were growing up along the newly constructed lines of railway. Portage la Prairie, Carberry, Braudon, Manitou and Morden were some of the first points where elevators were erected. Now there are one or more elevators at almost every railway station in the wheat belt, extending from Winnipeg to Moose Jaw, and we think it may be safely said that Manitoba has an elevator system unsurpassed by any other country in the world. The Ogilvie Milling Company has kept up its record as one of the first in the field, and has been adding yearly to its system of elevators.

A good elevator system is a matter of great importance in a country aspiring to be a grain region. It greatly facilitates the rapid handling of grain, and enables it to be shipped in better condition. During the busy season, from 5,000 to 15,000 bushels of grain are often marketed by farmers in a single day, at one point. It would be a very difficult matter to handle this quantity of grain without elevator facilities. Farmers would be obliged to wait a long time to get their grain unloaded, without the assistance of an elevator. The farmer now has simply to drive his horses up an inclined platform at the side of the elevator, where the grain is dumped rapidly from the wagon into a large hopper. It is then weighed and conveyed quickly away by the elevating machinery, and deposited in bins, according to quality, care being taken to keep grain of the same quality in the same bins. Where grain is taken in at what are known as flat warehouses (low buildings without elevating appliances), it is a much more laborious and slower job, as the grain has to be carried in by hand and deposited in the different bins. When it comes to loading cars, the elevator also has a great advantage over the warehouse. The grain is simply run through spouts (this is called spouting) directly into the cars, while from the warehouse it must be lugged out by hand.

There has been a prejudice to some extent among farmers, against elevators, on account of a rule which existed, to the effect that the railways would not receive grain from warehouses at points where there were elevator facilities,

though the rule has not been always strictly adhered to. This prejudice has now about died out. The fact of the matter is, Manitoba's wheat crop could not be handled without a good country elevator system. If an attempt were made to handle the crop through warehouses only, there would soon be a complete blockade, and such delay would be caused to the railways, that they would not be able to move the crops. Such a state of affairs would be very serious for the farmers, and it is therefore in their interest that the elevator system may be made as perfect as possible.

Country elevators are not intended primarily for the storage of grain, hence their small capacity when compared with the mammoth storage elevators at important terminal and shipping points. The country elevator is intended principally to facilitate the handling of grain from the farmer, and to provide for its convenient transfer to railway cars for shipment. The usual capacity of country elevators is from 20,000 to 40,000 bushels. Though the storage capacity of a single country elevator is not large, yet in the aggregate they form an important portion of the storage capacity of the country. In case of a heavy rush of grain to market, or a railway blockade and consequent inability to secure cars as fast as required, these country elevators come in very useful for providing temporary storage for grain, which otherwise would have to be held by farmers until it could be handled by the shippers and railways. The elevators at Port Arthur, Fort William and Keewatin, are no country elevators. They are, however a part and parcel of the Manitoba system. The elevators at the two lake ports mentioned are for storage and for the transfer of grain from cars to boats. The Keewatin elevator is for storing and cleaning wheat for the mill there. The Winnipeg elevators are also principally for carrying and cleaning wheat for the mills, though a considerable quantity of grain is taken in direct from farmers at some of the Winnipeg elevators. The largest elevator at Portage la Prairie is in connection with a flour mill, and is therefore partly intended for storing wheat for the mill. The elevator on the Northern Pacific at Emerson, is an important cleaning and handling elevator, as considerable grain taken in at other points along the line of railway, is put through this elevator for cleaning and making up into large shipping lots, before being bonded for shipment through the United States to Atlantic ports. Quite a number of the country elevators have machinery for cleaning grain, but of course not on as perfect a scale as in the large storage and handling elevators at terminal and important shipping points.

In most instances, Manitoba country elevators are owned by parties or firms who do a milling or grain shipping business, or both, and the elevators have therefore been established for the purpose of facilitating the grain-buying business of the respective owners. In some cases, grain is received at these elevators from farmers, for storage, when the farmer wishes to hold his wheat for a while in hopes of getting a higher price. This, however, is not done at many elevators. In some instances two or more buyers handle grain through the same country elevator. In the list of elevators of Manitoba, will be noticed several termed "farmers' elevators." These were mostly

erected the past season, and are owned by local companies of farmers. These farmers' elevators have been established mostly on account of a feeling among the farmers of the locality, that it would be an advantage to them to have an elevator of their own, independent of the grain buyers, where they could store their grain, raise money upon the warehouse receipts, if required, and sell it in a lump at a favorable turn of the market, etc. In a few instances farmers have undertaken to ship their own wheat, but not as a rule with a successful result.

SUMMARY.

The total elevator capacity of our prairie wheat country, including terminal elevators at the two Lake Superior ports, is as follows:

	Bushels.
Elevators on Canadian Pacific	8,445,000
Warehouses " " "	389,100
Total storage on C. P. R.	
Elevators on Manitoba Northwestern	425,000
Warehouses " " "	220,000
Total capacity on M. & N. R.	
Elevators on Northern Pacific	609,000
Warehouses " " "	7,500
Total on N. P. R.	
	616,500
Grand total on all roads	
	10,104,100

This shows an average of 1,000,000 bushels capacity for every year since elevator construction began in this country. The season of 1891 shows a record of thirty-five new country elevators built on the Canadian Pacific, with an aggregate capacity of 1,112,000 bushels, and four new elevators on the Manitoba Northwestern railway, with an aggregate capacity of 160,000 bushels, besides the new annex elevator at Fort William, with a capacity of 1,250,000, making the grand total of 2,522,000 bushels' capacity added during the year 1891. This does not include new flat warehouses erected during 1891, which, if added would make a considerable addition to the new grain storage for the year.—Winnipeg Commercial.

The Canadian Almanac.

The Canadian Almanac for 1892, just issued, contains many new features that will make it of great use. It has been enlarged to 224 pages, contains over 16,000 facts, and 17,000 addresses, the census returns, post offices, a clergy list extending over the Dominion, and full information regarding the municipalities and counties of Ontario, Quebec and Manitoba. The Parliamentary lists, both Local and Dominion, are corrected to date, and the revisions made in the customs tariff are given. Altogether the book is a credit to the publishers, Messrs. Copp, Clark & Co., of Toronto, and is a publication which should be found in every counting room and business house in the country.

Census bulletin No. 61 shows that the state and country indebtedness of Minnesota per family, counting five persons as a family, averages \$21.85; South Dakota, \$50.20; North Dakota, \$56.46; Wisconsin, \$12.35; Iowa, \$9.55.

Notes on a Western Tour.

By Major Clark.

Major Clark returned to England from Canada per *Parisian* last week. He has been absent about four months, having gone to British Columbia, in company with Colonel Engledue, of the Royal Engineers, on business arising out of the projected scheme of Croftor Colonization to that Province. His last visit to the Pacific Slope was in the early part of 1888, previous to taking charge of the Canadian Court in the International Exhibition of Glasgow in that year. On his present journey he has had an opportunity of noting the progress made in the western portion of the Dominion during the last three years, and has kindly handed to the *Canadian Gazette* the following notes, which will be of interest to many readers:

"Winnipeg is steadily recovering from the period of depression which followed the 'boom.' There is evidence everywhere of steady improvement. The class of business blocks recently completed announce that they are there 'to stay.' The temporary style of buildings which marked the earlier stages of the city's growth are being replaced in the leading business thoroughfares by handsome brick and stone structures, while the new hotel on Main street, to be opened next month, will hardly be second to any in Canada. There seems to be a gratifying growth of opinion among the leading business men of the city with regard to its future. It can readily be seen that the leading lines of trade are only in their infancy, and that successive harvest and increasing acreages under cultivation will yearly add to the wealth of the commercial centre of the Canadian Northwest. Chicago in her early youth could boast of no brighter prospect, because possessed of no better surroundings, and it requires no prophet to foretell the position of Winnipeg when she has attained the present age of the commercial mart to the south.

What applies to Winnipeg applies in degree to every town on the journey westwards. Everywhere there is evidence of progress and improvement arising from the best of sources—the agricultural development of the country. The present position of the ranches and the cereal estimates of the present year are but earnest of what the future will be. No train-loads of cattle which have passed eastwards during the autumn, and the millions of bushels of grain now awaiting transport, are but samples of future yields. The Canadian Pacific Railway, taxed as it is now to carry the present products to the east and west, is as yet only doing a sample trade, though it is already earning dividends on the very threshold of the country's possibilities.

Settlement goes on surely and steadily. One of the most encouraging features in this matter is the repatriation of so many Canadians from Dakota and neighboring States of the Union—settlers of the best class who have purchased their experience dearly in the blizzard belt and to whom nature has this year accorded a bounteous welcome back to Canadian soil. The extension of branch railways to Prince Albert and Edmonton respectively will bring two most desirable districts into direct touch with markets

and facilitate settlement in the splendid mixed farming stretches on the banks of the North Saskatchewan.

The development of British Columbia is apparent at every stage on the journey westwards. Nothing strikes one more forcibly than the extraordinary difference in the natural resources of the country east and west of the mountains. British Columbia and the prairie section of Canada can never come into competition. The development of the Pacific coast must of necessity tend to the advantage of Manitoba, and *vice versa*; the interchange of commodities already begun must continue to increase till the Canadian Pacific will find its hands full with the interprovincial trade of this region.

'There is much land yet to be possessed' and settlement does not keep pace with expectations. It, therefore, behooves the Government and all organizations interested to do everything possible for the increase of emigration, and throughout the whole prairie section business men are watching with anxiety to see what is to be the future programme in this respect of the Government at Ottawa. One thing must ever be borne in mind—that mere numbers are a doubtful advantage. Immigrants suitable for the country and the conditions of life are what are wanted, and on securing this class of recent years the great Northwest may be fairly congratulated. The estimate of 25,000,000 bushels of wheat available for export this season is evidence of the improved character of the settlements. As a benefit to the country and as an immigration medium, one good farmer is a better bargain than ten indifferent ones."

Major Clark heard a good deal of the practical benefits arising from the establishment of the various experimental farms, and had the pleasure when in Ottawa of noting the extraordinary improvement that has taken place on the Central Farm during the last three years. Of his mission to British Columbia he had little more to say than has already been announced. He has every confidence in the deep sea resources of that Province, and of the suitability of the Scotch coast fishermen for opening up that fertile source of wealth. The Government of British Columbia has now before it the offer of the Imperial Government with reference to the proposed Croftor settlement, as well as the commercial scheme intended to work in conjunction with it. Both measures will be dealt with by the Local Legislature during the session which begins in January next. The early spring may therefore see the necessary legislation passed and a beginning made with a movement which will open up a new and important source of revenue to the Province and place upon the seaboard of British Columbia a brigade of a thousand trained men for the better protection of the ever-growing interests of the Empire in that part of the Dominion.—*Canadian Gazette*, London, England.

A Native Genius.

One of the acquaintances of a New York editor, while travelling in the "far West," was at a loss to know what course to steer, and rejoiced when a farmhouse presented itself before him. Near the road was a tall, raw-

boned, over-grown, lantern-jawed boy, probably seventeen years of age, digging potatoes. He was a curious figure to behold. What was lacking in the length of his tow breeches was amply made up for in width; his suspenders appeared to be composed of birch-bark, grape-vine and sheep skin; and as for his hat (which was of a dingy white felt)—poor thing! it had evidently seen better days—but now, alas! it was only the shadow of its glory. Whether the tempest of time had beaten the top in, or the lad's expanding genius had burst it out, it was difficult to tell; at any rate it was missing—and through the aperture red hair in abundance stood six ways for Sunday. In short, he was one of the roughest specimens of domestic manufacture that mortal ever beheld. Our travelling friend (we quote the New Yorker), feeling an itching to scrape acquaintance with the critter, drew up the reins of his horse, and began:—

"Hallo, my good friend, can you inform me how far it is to the next house?"

Jonathan started up—leaned on his hoo-handlo—rested one foot on the gambrel of his sinister leg, and replied:—

"Hallo yourself!—how'd dew?—wall, I guess I can. 'Taint near as far as it used to be afore they cut the woods away—then it was generally reckoned four mile, but now the sun shrivels up the road, and don't make more'n tew. The fust house you come to though is a barn, and the next is a haystack—but old Hoskins' house is on beyant. You'll be sure to meet his gals long afore you git there; tarnal romping critters they plagus our folks more'n a little. His sheep git into our pasture every day, and his gals into our orchard. Dad sets the dog arter the sheep, and mo arter the gals—and the way he makes the wool, and I the petticoats fly, is a sin to snakes."

"I see you are inclined to be facetious, young man—pray tell me how it happens that one of your legs is shorter than the other?"

"I never 'lows anybody to meddle with my grass tanglers, mistur; but seeing it's you, I'll tell you. I was born so at my tickerlar request, so that when I hold plow I can go with one in the furrow and t'other on land, and not lop over; besides, it is convenient when I mow round a side hill."

"Very good, indeed—how do your potatoes come on this year?"

"They don't come on I digs 'em out; and there's an everlastin' snarl of 'em in each hill."

"But they are small, I perceive."

"Yes, I know it. You see we planted some whoppin' bluenoses over in that ere patch there, and they flourished so all-firedly that these ere stopped growin' just out of spite, 'cause they knowed they couldn't begin to keep up."

"You appear to be pretty smart, and I should think you could afford a better hat than the one you wear."

"The looks ain't nothin'; its all in the behaviour. This 'ere hat was my religious Sunday-go-to-meetin' hat, and it is chock full of piety now. I've got a better one to hum; but I don't dig taters in it, nohow."

"Then you say it is about three and a half miles to the next house?"

"Yes, sir; 'twas a spell ago, and I don't believe it's grow'd much shorter since."

"Much obliged—good-bye."

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Boarding House Register.

WHERE ARE YOU GOING TO PUT UP?

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

Winnipeg Young Men's Christian Association Rooms,
CORNER MAIN AND ALEXANDER STS.

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We are pleased to be able to announce that arrangements have been made between "The Colonist" and that excellent New Brunswick magazine, "Canada" by which we are able to offer the two for \$1.50 a year. For advertisement of "Canada" see another column.

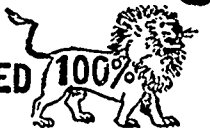
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British Columbia Express Company.

SEVEN HUNDRED MILES OF STAGING IN CARRYING H. M. MAILS TO AND FROM THE NORTHERN INTERIOR.

The days of stage coaching are generally considered as belonging to ancient history, but such is not the case, as up to the present day many a mountain town and mining camp in the wide west depend upon stage coach lines as their chief means of communication with the world at large. In the heart of our own country exists one of the most important of these lines, that of the British Columbia Express Company, running from Ashcroft to all the mining, grazing and agricultural districts of the north, carrying Her Majesty's mails into Lillooet, Chilcotah, Horse Fly, Cariboo and Peace River countries. Over this route the traveller may journey nearly 700 miles in a stage coach not unlike those of which Dickens wrote so graphically in describing his characters' travels to and from London. Instead of the liveried post boys, however, is the regular western driver, who though he gives himself up to driving rather than dress, is a more picturesque figure than many a devotee of fickle fashion. The driver needs to be a man of nerve, skill and courage, for it is no simple trick to bring a six-horse team around the sharp curves of the mountain roadway, and his charge in on time as well as in safety in all kinds of weather. Then the days of the road agent are not past, and when carrying treasures from the mines the driver knows not at what moment he may be asked at the point of a Winchester to deliver up, for such demand has been made even in civilized British Columbia three times within the past six years. To protect its own interests and those of its patrons the company has since the last robbery put on a guard.

Although the country through which the stage runs is very different from that around London, even when Dickens wrote of it, all along the route may be seen the "mile posts" marking the distance from Lillooet, and "wayside inns" where the traveller is entertained in a manner which is always a pleasant surprise. The "Cariboo road" throughout is kept in excellent condition, considering the nature of the country through which it runs and the amount of travel over it. For a distance of fifty miles from Ashcroft it winds along the valley of the Bonaparte river, through a pleasant and prosperous farming country. Another fifty miles carries the traveller over a bleak and desolate mountain after which it descends into the Lac La Hache valley, a magnificent dairying and grazing district, which extends northward another fifty miles. Along the Fraser river to Quesnelle, an agricultural country is traversed, when the famous Cariboo mining country is reached. Through this the stage runs for a distance of sixty miles or more, the route terminating at Barkerville, on William's Creek—the hub of Cariboo.

The coaches used by the B. C. Express Co., are the "Concord" pattern, fitted with "thoroughbrace" gearing, specially adapted to mountain travel, which enables the vehicle to sail along the hilly road like a vessel over a billowy sea. The coach is hauled by four and six horse

teams according to the load, the animals being changed about every twenty miles, the company having stables stationed at that distance all along the road. From sixty to seventy miles a day is made and 100 horses and thirty men are employed in the service. From Cottonwood river to Barkerville, a distance of about 40 miles where the road rises to an altitude of 4,000 to 6,000 feet above the sea, in the months of March and April, a dog team is employed to carry the mails. Here the snow falls to a depth of 15 feet at times, and horses could not get through. The dogs kept for the purpose readily haul their burden on toboggans, and make good time. The principal stopping places along the route are Hat Creek, Mundorf's, Clinton, 83 Mile House, Bridge Creek, McKintays (Lac La Hache), 134 Mile House, 150 Mile House, So la Creek, Quesnelle, John Boyd's, Stanley, and Barkerville.

As may be easily imagined this system was not perfected in a day, or a year. In the early sixties Mr. F. J. Barnard, M. P., carried the mails along the Fraser from Yale. This was before the waggon road was built and he packed it on his back. Then Indians were employed who carried the mails in their canoes, and later on horses and mules were pressed into service. Although large quantities of gold were carried in those days, no losses or mistakes ever occurred, and thefts were unknown.

Deitz & Nelson's express carried the mails up the river from the coast to Yale, the present lieutenant-governor being the second member of this firm.

The Cariboo trunk road from Yale to Barkerville was opened in 1863, and the following spring stages were put on by Mr. Barnard. The first horses were bought from Mr. Porter, butcher, of Victoria, who at that time was staging on the Yale-Lillooet route. In those days the passenger fare from Yale to Barkerville was \$130, and express matter was \$1 per pound. As an offset to this Mr. Barnard had to pay as high as 30c. per pound for horse feed, 10c. to 20c. being the ordinary prices. The present manager of the express company, entered the employ of Mr. Barnard in 1864 and the year following, the late James Hamilton also engaged with Mr. Barnard. Later he became a shareholder in the business and continued with Mr. Barnard till the time of his death. In 1866 the Big Bend excitement broke out and stages were put on the route as far as Savona's Ferry, and canoes brought from the Fraser river were employed in carrying freight from this point on Kamloops lake to Shuswap lake, from whence it was packed into the Big Bend mines.

In 1868 the express business had attained such proportions that enough suitable horses could not be obtained in British Columbia, and S. Tingley was despatched to California to secure animals. In Southern California he bought some 300 head which he drove up to this country "overland," the drive occupying six months. These horses were for breeding purposes as well as stageing, and a number of the animals were left at Okanagan Lake where Mr. Barnard took up a ranch, where Vernon is to day, and where he and his associates have continued to breed horses ever since. The stock imported was of

extra good quality and the Barnard and B. C. Express Companies have always been noted for their good horseflesh. At the time of this importation there were only two or three settlers between Okanagan and Kamloops.

About this time Messrs. Tingley and Hamilton became partners, the firm being known as Barnard & Co. Deitz & Nelson withdrew from the Yale-Westminster route and Barnard & Co. took over the carrying of the mails between these points, also running the express to Victoria. Steamers carried the mails in summer, and in water canoes, sleighs, and Indian backs continued the work. Capt. Bristol had charge of the Fraser route for many years and proved a most efficient and trustworthy officer. He was noted for his punctuality and reliability, always being on time, no matter what difficulties he had to overcome. Wade, swim, walk or canoe, it made no difference to him; he got there just the same.

Branches of the Bank of British Columbia and British North America were established in Barkerville. They bought up the gold taken out in those days, and shipped it regularly to Victoria by Barnard & Co.'s Express. From 500 to 800 pounds was brought down at a trip, and on one occasion 1,800 pounds of dust, \$400,000, was brought down by the express stage. Each of the banks sent out two armed messengers and the Express Co. one. This guard was kept on until the banks were withdrawn from Barkerville, the company retaining one guard for years afterwards. Senator Reid, of Quesnelle, at one time was engaged as one of these messengers.

In 1878 the concern was incorporated by Act of Parliament under the name of the British Columbia Express Company, taking over Barnard & Co.'s stock, and has been carried on since under that name, at the present time being one of the best known institutions of the upper country.

Mr. Barnard and his successors from '63 to the present date, have carried Her Majesty's mails to Cariboo, excepting a term of ten months. This time it was carried by other parties who failed to satisfy the demands of the department and Mr. Barnard was prevailed upon to take up their contract. The company during the earlier years were obliged to employ section men who devoted their whole time to keeping the roadway in good repair, and this they did the whole year round, the road from Yale to Barkerville, along the wild canyons of the Fraser and along the tortuous pathway through the mountains to Cariboo being kept in perfect order, every foot of it being traversed twice daily. This care and vigilance prevented any serious accident occurring, even during the building of the C. P. R., when the roadway was crossed in several places.

Before the building of the C. P. R. the Express Company's stages were the only regular means of travel in the country—save on foot. Everyone from the most humble and hopeful prospectors to their excellencies the Lord and Lady Dufferin rode in the same stage. The old drivers tell of the latter getting out at Hellgate; one of the wildest points on the Fraser Canyon, to take dinner, and they apparently enjoyed themselves, notwithstanding their strangely wild

CANADIAN PACIFIC RY.

THROUGH TIME TABLE—EAST AND WEST.

Read Down	STATIONS.	Head Up.
3 00 Lv.	Victoria	19.30 Am
18.30	Vancouver	11.25
13.10	Westminster	14.25
19.22	North Bend	3.10
4.13	Rainloops	23.00
16.30	Donald	12.35
22.25	Banff Hot Springs	6.45
2.20	Calgary	2.30
9.30	Medicine Hat	18.15
10.10	Dunmore	17.50
23.20	Regina	8.23
7.53 (Local)	Viridian (Local)	21.27
10.05 Ar	Brandon	23.16
11.16 Lv	Portage la Prairie	20.16
14.11	Winnipeg	10.47
11.30 am.	Winnipeg	13.50 pm
14.05	Groton	11.20 am
8.00	Fargo	3.35
3.20	Duluth	8.00
6.15 am	Minneapolis	6.40
6.55	St. Paul	7.16
17.45	Winnipeg	10.10 Ar
18.40	Saskatoon East	9.21
23.35	Portage	5.00
12.30	Fort William	15.10
13.15 Ar	Port Arthur	14.50 Lv
3.50 pm	Schreiber	3.15 pm
8.40	North Bay	9.20 am
7.03 Lv	North Bay	8.35 am
4.30 am	Toronto	11.00 pm
9.04	Hamilton	6.55
11.20 am	Niagara Falls	4.35
11.35 noon	London	5.00
12.05 pm	St. Thomas	4.35
2.55 pm	Detroit	12.05 pm
8.30 pm	North Bay	9.45 am
3.00 am	Carleton Place	1.20 pm
10.30 am	Prescott	1.50 pm
4.10 am	Ottawa	12.29 am
8.00 am	Montreal	8.40 pm
2.50 pm	Quebec	1.30
7.00 am	New York N.Y.C.	7.50
8.50 pm	Boston, B AND M	9.00 am
1.10 pm	St. John	4.10 pm
10.30 pm	Halifax	6.50 am

Tues. & Sat.	Mon. & Thurs.
7.00 Lv	Regina Ar
16.15	Saskatoon
19.00	Duck Lake
21.03	Prince Albert

REFERENCES:
 A. Daily. B. daily except Sunday. C. daily except Monday.
 D. daily except Tuesday. E. daily except Wednesday. F. daily except Thursday. G. daily except Friday. H. daily except Saturday. J. Monday, Wednesday and Friday. K. Tuesday, Thursday and Saturday. L. Tuesday and Friday.
 Trains east of Brandon run on central standard time; between Brandon and Donald on mountain standard time, and west of Donald on Pacific standard time.
CONNECTIONS.
 Victoria—Steamers for Puget Sound, Alaska, San Francisco and Southern California points.
 Vancouver—With steamers for Puget Sound, Victoria and with C.P.R. steamships for China and Japan.
 Brandon—With steamers of C.P.R. Nav. Co. for Robson, Little Dell & Spokane Falls, etc.
 Dunmore—With A. R. & C. Co. for Lethbridge, etc.
 Portage la Prairie—With M. & N. W. Railway.
 Winnipeg—With branch lines diverging.
 Fort William—With C.P.R. steamers during season of navigation.
 Elegant Dining and Sleeping Cars on all through trains. Through tickets at lowest rates on sale at principal stations.
 W. M. McLEOD, City Passenger Agent.
 W. H. WHITE, Gen'l Supt., WINNIPEG. ROBT. KERR, Gen'l Pass. Agt., WINNIPEG.

Northern Pacific And Manitoba Railway.

TIME CARD.

Taking effect Sunday, March 29th, 1891.
 Central or 90th Meridian Time.)

North Bound		STATIONS.		South Bound	
Freight No. 121	Passenger No. 117			Passenger No. 118	Freight No. 122
Daily ex Tues.	Daily	Miles from Winnipeg.		Daily	Daily ex Sun.
12.65p	4.25p	0	Winnipeg	11.20a	3.00a
12.47p	4.77p	3.0	Portage Junction	11.28a	3.16a
12.17p	4.01p	9.3	St. Norbert	11.41a	3.48a
11.5 a	3.47p	16.3	Cartier	11.55a	4.17a
11.17a	3.25p	23.6	St. Agathe	12.13p	4.68a
11.01a	3.19p	27.4	Union Point	12.21p	5.17a
10.42a	3.07p	32.5	Silver Plains	12.33p	5.42a
10.02a	2.48p	40.4	Morris	12.5 p	6.22a
9.48a	2.23p	46.8	St. Jean	1.07p	6.53a
9.07a	2.12p	50.0	Lettouier	1.28p	7.35a
7.50a	1.46p	65.0	Emerson	1.50p	8.20a
7.00a	1.55p	68.1	Pembina	2.00p	8.45a
12.26p	9.40a	163	Grand Forks	6.00p	5.40p
4.13p	6.30a	223	Winnipeg Junction	10.00p	3.00a
	1.30a	343	Brainerd	2.00a	
	8.00p	453	Duluth	7.00a	
	8.35p	470	Minneapolis	6.35a	
	8.10p	481	St. Paul	7.05a	
	11.16p		Chicago	10.30p	

MORRIS-BRANDON BRANCH.

East Bound.		STATIONS.		West Bound.	
Freight No. 123	Passenger No. 119			Passenger No. 120	Freight No. 124
Thurs & Sat.	Daily, M, Tu, F.	Miles from Morris.		Thurs & Sat.	Wed, F, S, Su.
6.00p	12.45p	0	Morris	8.00p	10.3 a
5.15p	12.21p	10	Lowe Farm	8.23p	11.10a
4.21p	12.01p	21	Myrtle	8.49p	11.66a
4.00p	11.48p	25	Roland	4.00p	12.22a
3.23p	11.39a	33	Rosebank	4.37p	12.67a
2.55p	11.15a	38	Miami	4.55p	1.25p
2.10p	10.33a	49	Deerwood	5.08p	1.11p
1.55p	10.40a	54	Somersett	5.27p	1.55p
1.21p	10.05a	63	Swan Lake	5.42p	3.45p
12.59p	9.60a	74	Indian Springs	5.68p	4.10p
12.03p	9.37a	79	Maricapolis	6.09p	4.37p
11.38a	9.23a	83	Greenway	6.25p	5.01p
11.15a	9.07a	92	Balder	6.40p	5.30p
10.33a	8.45a	102	Belmont	7.03p	6.13p
10.00a	8.25a	109	Hilton	7.23p	6.49p
9.07a	8.02a	124	Wawanesa	7.48p	7.35p
8.20a	7.33a	129	Rounthwaite	8.09p	8.18p
7.40a	7.20a	137	Martinville	8.20p	8.51p
7.00a	7.00a	146	Brandon	8.45p	9.30p

PORTAGE LA PRAIRIE BRANCH.

East Bound.		STATIONS.		West Bound.	
No. 148.	Miles from Winnipeg.			No. 147.	Miles from Winnipeg.
daily except Sunday.				daily except Sunday.	
11.17a	0	Winnipeg	4.30p		
11.28a	3.0	Portage Junction	4.42p		
10.53a	11.5	St. Charles	5.13p		
10.46a	14.7	Headingley	5.20p		
10.20a	21.0	White Plains	5.45p		
9.33a	35.2	Eustace	6.33p		
9.10a	42.1	Oakville	6.66p		
8.25a	55.2	Portage la Prairie	7.40p		

Passengers will be carried on all regular freight trains.
 Pullman Palace Sleeping and Dining Cars on Nos. 117 and 118, St. Paul and Minneapolis Express.

Connection at Winnipeg Junction with two Vestibuled through trains daily for all points in Montana, Washington, British Columbia, Oregon and California.

CHAS. S. FEE, H. SWINFORD,
 G. P. & T. A. General Agent,
 St. Paul. Winnipeg

H. J. BELCH, Ticket Agent,
 486 Main St., Winnipeg.

Intercolonial Railway of Canada

—THE—

DIRECT ROUTE BETWEEN THE WEST AND ALL POINTS ON THE M.T. LAWRENCE AND BAIE DES CHALEUR, PROVINCE OF QUEBEC;

—ALSO FOR—

NEW BRUNSWICK, NOVA SCOTIA, PRINCE EDWARD AND CAPE BRETON ISLANDS, NEWFOUNDLAND AND ST. PIERRE.

Express trains leave Montreal and Halifax daily (Sundays excepted) and run through without change between these points in 30 hours.

The through express train cars of the Intercolonial Railway are brilliantly lighted by electricity and heated by steam from the locomotive, thus greatly increasing the comfort and safety of travellers.

New and elegant Buffet Sleeping and Day Cars are run on all through express trains.

CANADIAN EUROPEAN MAIL AND PASSENGER ROUTE.

Passengers for Great Britain or the Continent, leaving Montreal on Friday morning, will join outward mail steamer at Halifax on Saturday.

The attention of shippers is directed to the superior facilities offered by this route for the transport of flour and general merchandise intended for the eastern provinces and Newfoundland; also for shipments of grain and produce intended for the European market.

Tickets may be obtained and all information about the route, also freight and passenger rates on application to

N. WEATHERSTON,
 Western Freight and Passenger Agent,
 93 Rosin House Block, York St., Toronto

D. POTTINGER,
 Chief Superintendent,
 Railway Office,
 Moncton, N.B., 14th November 1889.

Manitoba and Northwestern R'y Co.

Time Card.

Taking Effect Monday, April 6th, 1891.

Regular passenger trains run as follows.

WESTBOUND
 Leave Winnipeg, at 11.00.
 Tuesday, Thursday and Saturday for Portage la Prairie, Rapid City, Yorkton and intermediate stations.

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

EASTBOUND.
 Leave Yorkton Monday, Wednesday and Friday at 5.05.

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

Leave Rapid City on Mondays, Wednesdays and Fridays at 10.10

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

Tuesday, Thursday, Saturday	Miles from	STATIONS	Monday, Wednesday, Friday
Leave			Arrive.
11.00	00	Winnipeg	17.20
12.50 ar	50	Portage la Prairie	15.30
13.00 ar			16.20
14.45	91	† Gladstone	13.55
15.50	117	Neepawa	12.29
16.45	135	Minnedosa	11.46
17.45 ar	160	Rapid City	15.10
18.21	171	Shoal Lake	9.57
19.45	194	† Birtle	15.55
20.25	211	Binscarth	7.55
21.32	230	c Langenburg	6.48
23.15	279	Yorkton	15.05
Arrive.			Leave.

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

W. R. BAKER, A. McDONALD,
 Gen. Super't Asst.-Gen. Pass. Agent.

Scraps of History.

Written for THE COLONIST.

The early history of that part of Canada which lies to the west and northwest of the great lakes is a very interesting subject of study for the thinking classes of its present inhabitants, but unfortunately what is known of its early history is very meagre in details and only leaves us with a tantalizing desire for more. Unlike the older parts of the continent, this has been without the simplest forms of civilization until within the last century and a half. With only the rude and untutored Indians for inhabitants it could not be expected that much care would be taken to chronicle the events of note that have taken place previous to the coming of the white man. No doubt the origin of some of those old Indian legends of which we occasionally get a specimen, was in the most important epochs in the history of their tribes, but these in their present form are useless for historical purposes. After the first visits of the whitemen, however, we begin to catch glimpses of the passing events which give us an imperfect idea of their real nature.

The first authentic knowledge we have of whites visiting the country is of a trip which was made by two French gentlemen named Radisson and De Grosselier, in the year 1666, who after passing around Lake Superior, ascended the Kaministiquia, crossed to the Rainy River, and followed its course to the Lake of the Woods. From there they proceeded by the Winnipeg River to the lake of that name, across it to the Nelson and on to the Hudson's Bay. What a wonderful trip they must have had. If they could have known that they were on the very outskirts of the richest of the world's granaries, the future home of a multitude of happy people, how much more interestedly they would have studied their surroundings. Previous to this time, although the Indians who dwell on the shores of the Great Lakes and who were well acquainted with the whole country had sometimes told of its wonders to the few whitemen who were venturesome enough to cross the mighty stretches of primeval forest and rocky wilderness which lay between them and civilization, nothing was known of a land of which praises are now being sung in the tongues of a score of nations.

As a result of representations which these two men made to English merchants on their return home, a Captain Gilliam fitted out in 1667 a vessel and set out on a voyage of discovery. He first visited Baffin's Bay, and from thence sailed southward to almost the extreme of James Bay where he entered a river which he named Prince Rupert's. On this he erected a small fort. Shortly afterwards he returned to England and no doubt with glowing accounts of the new and wonderful country with its great inland seas. At any rate he awakened a deep desire among the English merchants to control the trade which they saw would inevitably spring up with this vast and resourceful country. They applied to Charles II. for a patent which he granted. This was the original Hudson's Bay Co. Charter, which bore the date May 2nd, 1670. No sooner was it

obtained than they began to make preparations to occupy the country. A governor named Bailey was sent out with a full equipment of supplies and instructions to build forts at advantageous points in which the fur trading could be carried on. He first built Forts Rupert and Nelson, and by the year 1686 had added Albany, Moose and Severn, on rivers of the same names, to these. Here that trading for furs with the Indians was begun which has since made the company so famous.

The period in the country's history immediately following this was distinguished for its quarrels between the English and French traders. The English as we have seen came in by way of the Hudson's Bay while the French came around the lakes from their towns in what is now eastern Canada.

At one time the English forts mentioned were all in the hands of the French who had taken them by force from the British possessors. It was not long however till they were all retaken. In 1697 by the Treaty of Ryswick these again passed to the French with the exception of Albany. From that time till the Treaty of Utrecht the English trade was of a desultory character and was only noted for its lack of organization and energy. But after this last treaty was consummated they became possessors of all the lands and forts on the Bay with the understanding that subjects of other countries were to be allowed the privilege of going "by land or sea whithersoever they pleased.

Naturally all these events had a tendency to attract attention to the country and its resources with the result that merchants of eastern Canada and the mother countries began to strive for a monopoly of its trade. A number of Montreal merchants formed a company in 1731 for the purpose of sending out traders. The first expedition under their instructions was that of which M. Verendrye's and Pere Messager were the leaders. They proceeded direct to Lake Superior, and from thence over what is now known as the Dawson route to the Lake of the Woods, on which they built Fort St. Charles in 1732. Two years later we find them on the Winnipeg River building Fort Manrapas and a little later at the forks of the Red and Assiniboine rivers building Fort Rouge. They must have travelled over the major portion of what is now the Province of Manitoba as they afterwards visited Portage la Prairie, Lakes Dauphin and Manitoba, and nearly all the surrounding country. From there they went westward and northward till they reached the point on the Saskatchewan where now stands Fort a la Corne, the establishment of which is attributed to them. This was the farthest point reached by any of the French until after the year 1763.

It was not customary with the Hudson's Bay Company at this time to send out traders, and the Indians were in consequence compelled sometimes to travel long distances to the company's posts in order to dispose of their furs. Some were known to come all the way from the Athabasca and Peace River country. In 1775 M. Frobisher conceived the idea of intercepting the Indians on their way to the forts and obtaining the furs. This he did, and by the first

venture cleared \$50,000. His idea was acted upon by many of the Canadian traders, and very often they would go as far as the Athabasca country in their efforts to get ahead of rivals. Of course this had a bad effect on the business of the English company and they were not long in adopting the new plan. In a short time it became the established method of trading, and men could be found in almost every part of this immense country bartering with the Indians.

But after a few years of the petty jealousies and quarrels, the outcome of this every man-for-himself way of doing business, the Canadians, as the French and Americans were then called, resolved to combine all their interests and form a large company, by which plan they could put an end to the quarreling and at the same time put themselves on something like an equal footing with the Hudson's Bay Company. It would also enable them to systematize the traffic. The company was formed without delay, and a name adopted for it, which is familiar to every Canadian, the Northwest Trading Company. After a few ruptures which at one time threatened to destroy its usefulness, the new organization got settled down and began to work for the mutual good. They made Fort William on Thunder Bay their headquarters, and held yearly meetings of all the shareholders there.

Most naturally the new phase in the situation did not please the older company, and they took no pains to conceal the fact. Their jealousy developed into open hostility which quite often brought about fighting.

Prominent figures in the history of this period were: Lord Selkirk; Sir Alexander MacKenzie; Miles Macdonell, who was Lord Selkirk's deputy; Mr. Campbell, the Northwest Company's representative at the forks of the Red and Assiniboine rivers, and Governor Semple. Lord Selkirk was a strong Hudson's Bay Company supporter, in fact he held about two-fifths of the shares of that company, which he had bought when the company was on the verge of insolvency, through the mismanagement of its officials. He had very little sympathy with the fur trade, though, his chief object being to get a controlling interest so that he might the more firmly plant his colonies of farmers. He very shrewdly saw that this country had a great future ahead of it, with which the fur trade would have nothing to do, or account of the richness and fertility of its soil and its general adaptability to farming.

In May, 1811, the stockholders of the Hudson's Bay Company were called together and informed that the Governor and officials considered it advisable to grant Lord Selkirk 116,000 square miles of what was supposed to be the Company's territory, on conditions that he establish thereon a colony. This measure, after meeting with great opposition was finally passed, thus placing his lordship in active control of a tract of country, the value of which is to-day estimated in billions of dollars. The boundary of this land ran westward along latitude 53° 51' from Lake Winnipeg to the Assiniboine river, thence south to the height of land, east to the source of Winnipeg River and north along its course and through the centre of Lake Winnipeg to latitude 52° 31' again.

His Lordship immediately on obtaining this concession began to prepare for settling the land. He sent agents into the Highlands of Scotland and others to Ireland to gather settlers together and in the same year a batch of these arrived at York Factory. In the following year we find them at Point Douglas, where Winnipeg now stands after suffering many hardships during the previous winter. They attempted to make homes for themselves on the adjacent land, but were handicapped by the want of agricultural implements, and in fact of everything that was necessary to enable them to begin life. They were sometimes compelled to turn hunters, and even at that they could barely get a living. They were joined after some time by another lot from Sutherlandshire, Scotland, and these fared very badly too, for a while. The lawless state in which the country remained, and the reckless manner in which human life was very often taken was a serious check to the peaceful designs of the settlers, and made it impossible for them to enjoy any measure of security. The Northwest Company bitterly opposed the scheme from the very first and used every means in their power to defeat it, as they were not anxious to see the country peopled with any but Indians and those engaged in the fur business. The Selkirk settlers seemed to be only desirous of being left in peace, but the trading elements of both companies were ever ready for an expedition to plunder and destroy the property of their rivals and the settlers suffered in consequence. Memorable events in the history of this period were the battle of Seven Oaks, in which Governor Semple was killed, and his force almost annihilated and the taking of Fort William by Lord Selkirk with his De Meuron soldiers. Peace was restored in 1818 by an Imperial Commission followed in 1821 by the amalgamation of the two companies which put a definite end to all strife.

It is curious to note that as far back as the beginning of the present century such men as Lord Selkirk saw the agricultural possibilities of this country. The valley of the Red River attracted particular attention by the richness of its soil and in spite of the dangerous lack of law and order men were found not only willing but eager to settle in it and link their fortunes with those of such a land.

The period which has been reviewed ends with the year 1821 and might be considered the first stage in the country's history. After that civilizing influences began to make their appearance and leave their mark on the life of the settlers.

Throughout the whole of the period before 1821 there had been separate from the two great companies engaged in the business, a number of individual traders scattered over the entire country. These were not molested to any great extent by either of the companies, and in consequence were able to do a lucrative trade. But after the amalgamation the new concern looked with displeasure on their growing interests, and decided to stamp out if possible every appearance of trading not directly controlled by them. The methods taken although exceedingly heartless and tyrannical were unsuccessful to a great extent, and the individual traders were a feature of the coun-

try's life right up to the last days of the fur trade.

The passing years saw the white men grow more and more numerous with a consequent diversity of employments necessitating better government and better protection from the lawless elements. The Indians occasionally caused trouble but rarely indulged in any extensive outbreaks or demonstrations. In 1835 the right of the young Earl of Selkirk to the grant made by the Hudson's Bay Company to the previous earl, was purchased by the Company for the sum of \$84,000, thus returning the sole right to, and control of, the whole country to the Company who were not backward in asserting their authority. During the next ten years very little real progress was made towards developing its latent resources, the Company being satisfied to see the fur trade prosper and discouraging any effort to open it for settlement. Some half-breed and Indian uprisings, were the only notable events until 1849 when the company had trouble with three French traders, whom they arrested for trading with the Indians. In this year also a census was taken which showed that the Red river colony contained 5,391 inhabitants of all ages and nationalities. Of live stock there was 2,085 horses and mares, 6,014 cattle, 1,565 pigs and 3,096 sheep. There was also 6,329 acres of land under cultivation. In 1859 the first newspapers was started under the name *The Nor'-Wester*. Nine years later Bishop Tache published a sketch of the Northwest, in which he pronounced the country as scarcely suited for civilized man, in direct contradiction to Lord Selkirk's estimation fifty-five years previous, that the country was capable of supporting 30,000,000 people.

Contemporary with these events was the agitation in eastern Canada for confederation, the union being intended to include the western as well as the eastern provinces. The Hudson's Bay Company seeing that this would break their power and take the country out of their hands, commenced to systematical circulate stories which tended to blacken the country in the eyes of the people of the east by which means they hoped to keep it out of the confederation. Fortunately their efforts were ineffectual, as the people refused to be blinded, and they were eventually compelled to surrender their charter to the Imperial Government for £300,000 sterling. A month after the whole country was handed over to the Canadian Government. Preparations were at once begun by them to have it surveyed and its resources made known, with a view of opening it for settlement. The arrival of the first expedition sent out for the purpose of performing this work was a signal for that general uprising of Metis and Indians which we now call "the rebellion of '69." It ended only when troops from the east arrived on the scene under General Wolseley.

Peace being again restored, order began to grow out of the chaos, and with the large influx of settlers which marked the latter part of the '70's the country began to assume that place of importance which it now occupies in the Dominion. What the next century will bring forth for her can only be surmised, but it is quite probable that it will prove the truth of Lord Selkirk's statement that 30,000,000

people can easily be supported on the products of her fields.

The Towns.

THE new town of Edmonton has been established by the Calgary & Edmonton Railway company at its terminus on the south side of the Saskatchewan, opposite the fort. Some interest in this will no doubt be felt by many of those who recollect what an important figure Edmonton was in the spring of 1882. The Edmonton of that date in which so many Winnipeg people invested, was on the north side of the river. The banks of the Saskatchewan at that point are about two hundred and fifty feet high, and the river is about twice the width of the Red so that it has been found necessary to locate the new town permanently on the south side. The present location, however, gives the old settlement easy access to the terminus, and as soon as a traffic bridge, which is to be built, is ready, the new place will, it is anticipated, make rapid progress and absorb the business of the district. Great confidence in the new city's future is felt at Edmonton and vicinity, and at the opening sale of business lots in Edmonton and Calgary recently a large number of lots were sold, nearly all of them on building conditions and for fair prices. An improved flour and oatmeal mill is to be built and a number of hotels and business buildings and residences are already in course of erection. The largest of the hotels is being built by the railroad company and will contain thirty bedrooms. It is regarded as quite certain that an important town will spring up on the North Saskatchewan and everything points to Edmonton as the place. The Northwest is large enough for a dozen large cities and with all the the growth of Winnipeg one cannot be blind to the possibilities elsewhere. Railway development will cause the Red Deer and Edmonton districts to progress so fast that in a few years, it is only reasonable to expect, the same things will be occurring then that has happened in Manitoba, the change of almost the entire area to a wheat growing district having its large export of cereals and fostering all other industries necessary to build up an agricultural country.

The village of Russell is situated on a branch of the Manitoba & Northwestern railway, about twelve miles from Bismarck Junction, and is surrounded by one of the finest wheat growing districts in the province. The village has a population of about two hundred and fifty, and has been making steady progress for the last few years, but the strides made this season have eclipsed anything of former years, and will at the present rate of going soon place her in the front rank of provincial towns.

A good deal of building has been done, all of it of a substantial character. The town is well provided with stores and has a 75 barrel flour mill. It also boasts of two churches, Presbyterian and Episcopalian, with resident pastors.

An object of interest and one that every stranger visiting in the northwestern part of the province should make a point of seeing is the Barnado farm, distant about three miles from the village of Russell. The farm includes about 8,000 acres of land, and is well stocked

with cattle, sheep and horses. Dr. Barnado sends out annually about 100 boys who after being kept on the farm for six or eight months, and initiated into the mysteries of agriculture, are provided by the manager, Mr. Struthers, with suitable situations. The creamery in connection with the Baanado Home is fast gaining a good reputation for the quality of butter it turns out, having captured a prize at the Provincial Exhibition held in Winnipeg. The county of Russell also captured first and second prizes for cheese at the same Exhibition. The harvest in the vicinity of Russell this season was most bountiful and the quality left nothing to be desired.

During the winter of 1881 and '82, Oak Lake, then known as Flat Creek, presented a lively and business-like appearance; the reason being that it was the western terminal point of the then being constructed Canadian Pacific railway, and all supplies for the rapid advancement of the work during the next summer was kept at Oak Lake. It could then boast of a station, a few tents and acres upon acres of railway supplies. The usual scenes incident to rapid railway construction and opening up of the country was witnessed with a vengeance in Oak Lake. The minister of the gospel heralding forth the glories of the Christian religion was often interrupted by the cursing and swearing of a drunken navvy, or by the call of a partner at poker, or by the participants in a game of euchre saying that "spades, clubs, hearts or diamonds," as the case might be, were trump, intermingled with, "That is my trick;" and by way way of emphasizing this scientific jargon an oath of greater or lesser extent was introduced. But the "scene has changed." The railway was completed to points further west. Trains, instead of stopping at Oak Lake, dashed past with their loads of freight and supplies, and the reaction which follows abnormal business and growth was felt in Oak Lake, as in many other places in Manitoba. The struggle came. "The survival of the fittest" was the natural result and Oak Lake was one of the fittest and it had reason to be. For a few years the growth was slow. The land was not very well cropped or taken up. Some of the pioneer prophets and railway men stated that the wheat belt did not extend west of Brandon. This delayed the progress of some of our now fast rising towns and villages. But the idea was a mistaken one. The surrounding country of Oak Lake was found to be second to none for grain producing; and to-day we find the name of Oak Lake is known well and favorably throughout Manitoba as one of the finest parts of Manitoba.

Napinka is the name of a new town, situated on the Brandon Souris branch, 59 miles south-west of Brandon, and 20 miles north-west of Deloraine. It is steadily growing into place of importance, being in the centre of a fine farming country, well settled, and well supplied with wood and water. At present it is unconnected with the Deloraine branch railway, but the grading to connect the South-western line with the Souris branch at Napinka is about half completed, and when this is accomplished it will add considerably to the ease with

which travellers can reach Napinka, and afford a choice of routes. The site is high and dry, near the river Souris, and an abundance of good water is got at from 12 to 20 feet. Conservative estimates place the amount of grain to be marketed there at 250,000 bushels of good quality.

Encounter With the Sioux.

In the vicinity of Pilot Mound a few half-breeds are still living who, many years ago, witnessed one of the most terrific battles that ever took place with that most warlike of all the Indian tribes, the Sioux, or as the natives term them the "Shoos." A party of nearly seven hundred half-breeds were hunting buffalo, with much success, in the Souris country about a hundred miles west of this place, and knowing that they were on dangerous ground an exceedingly sharp lookout was kept. Mounted scouts were sent daily in all directions to seek for traces of the dreaded enemy, but no sign was discovered, nevertheless, the utmost vigilance was exercised. When not on the move, the carts were placed closely in a circle and the wheels firmly tied together. The shafts were raised in an upright position so that the bodies of the carts formed a very good barricade. Sentinels were placed on guard. The hunters slept on their buffalo robes without undressing, with powder and bullets on hand and their loaded guns beside them. It was necessary that the horses used for running the buffalo during the day should be permitted to feed on the prairie during the night, so as to be ready for use when required. Notwithstanding all watchfulness the hostile Indians became aware, from the number of buffalo heads scattered on the plain over a vast extent of country, that a large number of hunters were operating somewhere along the river and preparations were made for an attack. About a thousand armed Sioux assembled, concealing themselves during the day, and by advancing only in the darkness, they succeeded in approaching the camp of the buffalo hunters at night without exciting alarm or letting their advance be known. Just at break of day when everyone but those on guard were sound asleep, a rush was made accompanied by the dreadful war whoop of a thousand blood thirsty and frantic savages. The horses that were outside were stampeded at once; the sentinels were driven in or shot and scalped as they tried to escape. The camp of the hunters was immediately in an uproar, but the intense danger made every man cool. The half-breed hunters were on their feet in a moment with their loaded guns in their hands, and as the Sioux tried to break through the line of carts on every side they were shot by the score. As the wheels were tied together on the inside of the ring it was difficult for the Indians to reach the bindings, which were of green buffalo hide that had become hard as iron by the heat of the sun and would neither cut or untie, consequently all the efforts of the Sioux to make an opening in the barricade failed. Many of the hunters fell in the defense, and wounded horses, frantic with pain, leaped against the carts and in a manner aided the enemy by trying to break through. Again and again the Sioux charged

but were always repulsed with great loss, for while the hunters had shelter, of rather a temporary kind, the Indians were constantly exposed to the rapid and deadly fire of the buffalo hunters. The battle continued at intervals until about noon, when the Sioux withdrew, driving away all the fine hunting horses amounting to several hundred. Perhaps an effort would have been made to prevent this had not the supply of powder possessed by the hunters been exhausted, and if the conflict had continued for a short time longer the half-breeds would have been helpless. While the terrible battle was in progress, the large number engaged in the strife, the demoniac yells of the Indians, the flashing of the guns, the plunging of the wounded horses, the falling of the dead and dying, the fierce and unrelenting strife of an almost hand to hand fight with the nimble and cat-like Indians, made the engagement one of the most terrible of which there is any record.—*Exchange.*

A Great Country.

Mr. N. B. Gauvreau, who has been exploring hitherto unknown portions of British Columbia, during the summer in conjunction with the Messrs. Poudrier, is now in New Westminster, says an exchange from that province. His season's operations, while barren of startling adventures or thrilling incidents of any kind, have been eminently successful. During the year, 23,000 square miles of new territory have been explored, bounded on the north by the 54th parallel, on the east by the Fraser River, on the north and northeast by the Rocky mountains, and on the west by the watershed of the Skeena, and including the country watered by the Parsnip and the Fidelity Rivers, which unite to form the Peace, and the great Omiecca mining district. In the latter many fine specimens of rich ore were secured, and many miners were met with who expressed themselves as well satisfied with the summer's carving on the New Creek. During Mr. Gauvreau's travels he passed through two especially fine valleys—the Watsonkwa and the Endako—which are easily reached, being on the old Western Union trail, and which are said to surpass in loveliness all other portions of British Columbia. The whole Omiecca district is reported to be rich in mineral wealth, showing well for both gold and silver; and many fine specimens from both quartz and placer claims were brought down for assay.

Started on Fourteen Dollars.

The Brandon *Sun* says: "As an instance of what can be done by pluck and perseverance, together with careful management, the case of Mr. E. Cleveland, of Rounthwaite, is interesting. This year Mr. Cleveland has 4,500 bushels of the very highest grade of grain. The whole of this crop was sown and harvested by himself with the aid of three small horses. The only outlay for wages was about \$37.50 during harvest. He has sold 1,500 bushels and from this realized enough to pay all his debts, leaving him a snug balance to pay current expenses. The balance of the crop he is storing and will not sell until spring. On the whole this record is hard to beat. Mr. Cleveland started in 1881 with \$14."

surroundings. The C.P.R. engineers travelled in the same stages, and opened the way for lively times with the company. Men, money and mails, were carried to where the work was progressing, about a million a year in money alone being carried from Yale up the road for Onderdonk during the construction of the railway. Besides these large amounts, from 1864 to the present time the company has carried all the treasure shipped from Cariboo, monies for local and Dominion governments, banks and private businesses, and never yet has a shipper lost a cent, although the stage has been robbed three times in six years,—the company making good the amount taken.

Owing to the building of the railway the headquarters of the company were moved from Victoria to Ashcroft, the present terminus of the route, from whence the stages run regularly to all points north as before mentioned. The little mail that goes into "the great lone land" of the Peace River is carried from here to Quesnelle, and thence by packers to its destination. Stages run three trips a week to Clinton; once a week from Clinton to Lillooet; and once a week from Ashcroft to Barkerville. The stages now carry between \$200,000 and \$300,000 a year, and when the large enterprises now under way in Cariboo are got in running order this amount will be greatly augmented. During the past year the passenger traffic has been larger than for a long time, and it is evident the country to and through which the route runs is attracting more attention. That it is a country of wonderful resources is apparent to all who have journeyed through it, and the new blood going into it will make a change for the better in the near future.

The mail service through this country is excellent, considering that only one stage a week travels each way. The settlers who are in some places a distance of 30 miles from the Post Office gets their mails regularly as those who live in the villages. They are accommodated from way bags, the mail being placed in boxes stationed along the road at points nearest their homes. Good as the service is it should be better in a country settled as well as that along the Cariboo and Lillooet roads. This can only be done by increasing it to a bi-weekly instead of a weekly service. Should the district representatives at Parliament lay this matter before the Government in its proper light they should have no difficulty in securing this right.

While the B. C. Express Co. is one of the biggest business concerns in the country, and does business on principle; it is directly in many ways a great benefit to the country. The number of men and horses it employs do not live on air and the vehicles, harness and the stables along the road are a considerable item. A hundred tons of grain alone are consumed in a year, from which 1½c. to 3c. per pound is paid; which good prices and a home market naturally encourage farmers to grow grain. Then from \$22 to \$60 a ton is paid for hay, and it costs from \$3 to \$4 to shoe a horse. At the 134 Mile House the company have repair, woodwork and blacksmith shops, but the work done by these is only a small proportion of the whole amount. The cost of the road equipments, horses,

coaches, stables, etc., totals \$60,000; while the annual running expenses amount to \$50,000.—*Kamloops Sentinel.*

James Russell Lowell's Ideal of Journalism.

"I know of no so responsible position as that of the public journalist. The editor of our day bears the same relation to his time that a clerk bore to the age before the invention of printing. Indeed, the position which he holds is that which the clergyman should hold even now. But the clergyman chooses to walk off to the extreme edge of the world, and to throw such seed as he has clear over into that darkness which he calls the Next Life. As it next did not mean nearest, and as if any life were nearer than that immediately present one which boils and eddies all around him at the caucus, the ratification meeting, and the polls: Who taught him to exhort men to prepare for eternity, and for some future era of which the present forms no integral part? The furrow which Time is even now turning runs through the Everlasting, and in that must he plant or nowhere. Yet he would fain believe and teach that we are going to have more of eternity than we have now. This going of his is like that of the auctioneer on which *gone* follows before we have made up our minds to bid—in which manner, not three months back, I lost an excellent copy of Chappelow on Job. So it has come to pass that the preacher, instead of being a living force, has faded into an emblematic figure at christenings, weddings and funerals. Or, if he exercises any other function, it is keeper and feeder of certain theological dogmas, which, when occasion offers he unkenneled with a staboy! 'to bark and bite as 'tis their nature to,' whence that reproach of *otium theologicum* has arisen.

"Meanwhile, see what a pulpit the editor mounts daily, sometimes with a congregation of fifty thousand within reach of his voice, and never so much as a nodder, even, among them. And from what a Bible can he choose his text—a Bible which needs no translation, and which no priestcraft can shut and clasp from the laity—the open volume of the world, upon which, with a pen of sunshine or destroying fire, the inspired Present is now writing the annals of God! Methinks the editor, who should understand his calling, and be equal thereto, would truly deserve that title which Homer bestows upon princes. He would be the Moses of our nineteenth century; and whereas the old Sinai, silent now, is but a common mountain stared at by the elegant tourist and crawled over by the hammering geologist, he must find his tables of the new law here among factories and cities in this Wilderness of Sin (Numbers xxxiii 12) called Progress of Civilization, and be the captain of our Exodus into the Canaan of a truer social order."

The C.P.R. and Imperial Troops.

The first Imperial transport train passed through Winnipeg on the evening of December 7th. The train was made up of six colonist sleeping cars, a palace car, mess car and baggage car, and there was on board the officers and men of the H.M.S.'s "Champion" and "Pleasant," which have been in commission for

three years on the Pacific station. The crews had been relieved, and were en route home to England.

There were 246 men in all. One of the officers was heard to remark that "Canadians should congratulate themselves, in fact all British subjects should be proud, that they possess under their own flag a railway capable of transporting our troops across the continent not only expeditiously but with safety and comfort when necessity arises, such as in the event of war."

This is the first time that the admiralty have availed themselves of the new route for transporting relief crews, they having formerly performed the service by troopships via Panama, and it is hoped that the present experience will induce them to adopt the Canadian route in future. It is needless to say that all were delighted with the scenery in the Rocky Mountains, which one of the most enthusiastic of the officers pronounced the finest in the world.

Startling the British Public.

"The Canadian Pacific Railway authorities in this country," says a London, England exchange, "are determined to startle the British public. The exhibit car which Mr. Archer Baker is sending throughout the south-western counties of England is evoking marked astonishment in the rural districts; and even when the 'country cousin,' comes up to town, as he is doing this week in such large numbers for the cattle show, Mr. Baker seizes his attention by the display of two enormous and remarkably life-like paintings of harvesting and team-threshing on the prairie. The Canadian Pacific offices in King William Street stand at one of the pivotal points of the city, and the crowds to be seen gazing at the paintings throughout the day bear witness to the widespread interest awakened. 'Don't look much like Siberia,' said one countryman as he gazed at the picture of the golden grain fallen before the harvester, while not a little surprise is expressed at the extensive use of machinery in prairie farming."

This is only one of the many plans which the C.P.R. are taking to advertise Western Canada abroad.

At a general meeting of the Hudson's Bay Company shareholders held in London, Eng., recently it was shown that there had been a considerable falling off in the company's land sales for the seven months ending the 31st of October last. This was more especially in town lots.

WAGHORN'S GUIDE, for January, is to hand recording all changes in travel and business tables for the current month. A number of new post offices are shown as opened and others are changed; alterations in mail stage service; the newly appointed officials of municipalities for Manitoba and the Northwest; the dates of county court sittings for 1892; the Atlantic steamship sailings; express office rates per 100 pounds to points on the Northern Pacific railway; a calendar for 1892; besides the usual maps of Winnipeg and Manitoba, and general tables of interest, dealing with military, ecclesiastical, masonic, judicial, financial, land registration, legislative, tariff and license matters.

How a Blizzard Acts and Ends.

"What a delightful day, so mild and calm!" is the expression heard. "I fear there will be a storm after this," remarks some one. Still the hours pass until night falls becoming gloomy, and from the far off polar sea comes a current of air with an icy breath, increasing as the night wears on into a wail that no one forgets who has heard the sound. In the morning the fine, dry snow that has been generated in the regions of the north is running like a river over the prairies, rising in the air and curling, in wild whirls, ever on the rapid move, falling and racing behind every building, woodpile or other obstruction, as if eager to get out of the way of the wild, homeless wind that presently becomes stronger, louder, faster and fiercer, until all the upper regions are in an uproar of storm and drift. Every living thing gets out of sight seeking the best shelter that is available, and the elemental war goes on. After a day or two of tempestuous violence the wind subsides, the skies clear, the sun shines out with its usual splendor.

Farmers clear the drifts from doors and from the windows of buildings; they uncover the ends of the haystacks and look to see under what drift the woodpile may be interred. Cattle come out of the stables and shake off the snow, that may have shot like a sand blast through some small opening. In the town drifts have to be removed, the sidewalks cleared, doors and windows restored to their former condition. By and by the steam whistle is heard and a strong engine appears with a single car at one end and a snow plow at the other and it is known that communication with the outer world is restored. The mail, three or four day's old, is received and examined, but it is too soon to hear reports of accidents, but accidents will have happened. Some rash person will have ventured out and become lost in the blinding drift; some anxious father or husband, eager to reach home lest his family should be uneasy on account of his absence, becomes entangled in the vortex of the storm and after some hours of hope and fear sinks exhausted and in a few moments is wrapped in the winding sheet of winter spread by the spirits of the air.—Pilot Mound Sentinel.

A New Canadian Monthly.

The *Dominion Illustrated* announces an important departure, and one that will mark a new era in the high class journalism of Canada. The publishers of that splendid weekly have decided to convert it into a monthly with the beginning of the year. It will be a 64-page magazine, differing in shape from the present one, handsomely illustrated throughout, and its pages will be greced with the writings of the most gifted Canadian authors. It will be called the *Dominion Illustrated Monthly*, and the subscription, \$1.50 per annum, will place it within the reach of all. Address the Sabiston Litho. & Pub. Co., Montreal.

There are three Barnado institutions in Canada: The Home for boys, on Farley avenue, Toronto; the home for Girls at Peterboro, and the Industrial Farm of 8,000 acres at Russell, Man.

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For Over Fifty Years

Mrs. WISLAW'S SOOTHING SYRUP has been used by millions of mothers for their children while teething. If disturbed at night and broken of your rest by a sick child suffering and crying with pain of Cutting Teeth send at once and get a bottle of "Mrs. Wislaw's Soothing Syrup" for Children Teething. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures Diarrhea, regulates the Stomach and Bowels, cures Wind Colic, softens the Gums and reduces Inflammation, and gives tone and energy to the whole system. "Mrs. Wislaw's Soothing Syrup" for children teething is pleasant to the taste and is the prescription of one of the oldest and best female physicians and nurses in the United States. Price 25 cents a bottle. Sold by all druggists throughout the world. Be sure and ask for "Mrs. Wislaw's Soothing Syrup."

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

CONDENSED JOINT TIME TABLE

In Effect May 24th, 1890

Going South.		STATION.	Going North	
Mixed No. 5	Daily, except Sunday.		Mixed No. 6	Daily, except Sunday.
7 30a	De... Lethbridge.....Ar		10 00p	De... Lethbridge.....Ar
12 15p	Ar..... Coats.....De	(Internat'l bound.)	5 20	Ar..... Coats.....De
1 15	De... Sweet Grass.....Ar		4 40	De... Sweet Grass.....Ar
3 50	..... Shelby Junct.....		2 15	..... Shelby Junct.....
4 40	..... Couard.....		1 40	..... Couard.....
6 15	..... Plegan.....		12 50p	..... Plegan.....
7 55	..... Collins.....		10 15a	..... Collins.....
9 30	..... Steel.....		8 45	..... Steel.....
10 05	..... Vaughan.....		8 10	..... Vaughan.....
10 45	Ar..... Great Falls.....De		7 30	Ar..... Great Falls.....De

Going West.		STATIONS.	Going East.	
Mixed No. 2 Daily			Freight No. 3 D. ex. Sun.	Mixed No. 1 Daily
7 00p	De..... Dunmore.....Ar		4 45p	5 40a
10 30	De..... Grassy Lake.....Ar		12 45	2 00a
2 00a	Ar..... Lethbridge.....De		8 55a	10 40p

CONNECTIONS.

Canadian Pacific Railway at Dunmore Junction: East bound train (Atlantic Express) leaves Dunmore at 10.17. a.m.; West bound train (Pacific Express) leaves Dunmore at 5.43 p.m.

Great Northern Railway at Great Falls: South bound train to Helena, Butte, &c., leaves Great Falls at 10.35 a.m.; East bound train to St. Paul, &c., leaves Great Falls at 2.55 p.m.

Macleod and Pincher Creek Stage leaves Lethbridge Tuesdays, Thursdays and Saturdays, at 7 a.m. Returning from Macleod Mondays, Wednesdays and Fridays.

Chateau Stage Line leaves Steel daily at 9 a.m. to Chateau, Bellevue, Bynum, Dupuyer, Hobar and Plegan and arrives daily from these points at 9 p.m.

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

Feb. 1 | The St. Paul, Minneapolis & Manitoba
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Great Northern Railway Line.

With 3,300 miles of steel track it runs through 62 counties in Minnesota, North Dakota, South Dakota and Montana, reaching all principal points from St. Paul, Minneapolis, West Superior and Duluth.

It furnishes through close connections, the best and cheapest route to all points in Idaho, Utah, California, Oregon, Washington, British Columbia, Alaska, the Canadian Northwest and Manitoba.

It is the only American line west of Chicago having a track laid with 75 pound steel rail and owning its entire magnificent equipment of elegant Dining and Sleeping Cars, Handsome Day Coaches and Free Colonist Sleepers.

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It reaches the largest area of Free Government Land of agricultural value now remaining in the country.

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For rates, tickets, maps and guides, apply to any Agent of the Company or write to F. I. WHITSEY, General Passenger and Ticket Agent, Great Northern Railway, St. Paul, Minn.



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READERS can help themselves and also the advertisers of THE COLONIST by naming this Magazine when they are writing or dealing with advertisers.

Dreams.

Silence. The jewelled curtains of the night
Are drawn at last. Now is the breathing spell.
The dusky shadows as they swiftly fell
Hid from Earth's tired eyes the lingering light,
And wooed her children to forget the flight
Of time. Upon the flowing Letho-tide
Of sleep they rock and slowly glide
Into the land of Nod. There all is bright.

The hills are green; the fields all gay with flowers;
Warm the glad sunshine of the golden hours,
And soft the perfume of this day of dreams.
The river broadens now. The sleeper seems
To hear before his bark an ocean's roar.
It is the sea of life. The night is o'er.
—E. W. McCREADY, in Canada.

A Siurian.

They built a fine church at his very door—
He wasn't in it;
They brought him a scheme for relieving the poor—
He wasn't in it.
Let them work for themselves as he had done.
They would not ask help of any one
If they had not wasted each golden minute.
He wasn't in it.

So he passed the poor with a haughty tread—
He wasn't in it;
And he scorned the good with averted head—
He wasn't in it.
When the men in the halls of virtue met,
He saw their goodness without regret;
Too high the mark for him to win it—
He wasn't in it.

A carriage crept down the street one day—
He was in it.
The funeral trappings made display—
He was in it.
St. Peter received him with book and bell:
"My friend, you have purchased a ticket to—well,
Your elevator goes down in a minute"
He was in it.

—Our Dumb Animals.

The Proposed Crofter Colony in British Columbia.

Colonel Engledue and Major Clark have returned from their tour of inspection along the western coast of British Columbia, and report most favorably of the prospects of crofter settlements along that shore. It should be clearly understood that these two gentlemen do not represent directly either the Imperial government or the British Columbia government. They are the representatives of capitalists who are desirous of assisting in the proposal to establish colonies of crofter fisherman on Vancouver Island. In order to investigate matters bearing upon the probable trade in connection with these settlements Colonel Engledue and Major Clark proceeded as far north as Queen Charlotte Islands, and found along the coast dozens of suitable places for settlement, while they also investigated the important matter of foreign markets for the fish and other produce of the crofter colonies. There is little doubt, they say, that an extensive trade may be established in the sale of deep-sea fish, the manufacture of fish oil, and other kindred industries. There is a brisk and growing demand for fresh fish in the great cities of the western states, and both the Northern Pacific and the Canadian Pacific railways offer excellent facilities for the trade to the east in refrigerators. The salmon industry of British Columbia has attained a world-wide fame; but the people of the province seem, we are told, in dire ignorance of the wealth of their deep sea fisheries. There have been no scientific reports to speak of, and practically nothing is known of the immense source of revenue which awaits development in the ocean waters of the province. "Why," says Major Clark, in Quebec, Prince Edward Island, and Nova Scotia, 70,000 people make a living—and

a good living, to—out of their deep-sea fisheries. The people of British Columbia have better fish and more of them, and yet they hardly get a dollar from them."

From the point of view, therefore, of encouraging a most desirable class of settlement, and also of aiding the establishment of an important industry in the province, it would be imagined that this crofter emigration scheme would at once commend itself to the British Columbia government and people. Yet the proposal seems to hang fire somewhat. Mr. Goschen is quite ready on behalf of the British treasury to advance £150,000 to the province at a small rate of interest, and a commercial company with a capital—as Mr. Alexander Begg, the crofter commissioner for the province states, of £500,000 sterling, is ready to at once undertake to purchase and prepare for market the fish and other commodities which the settlers may have for disposal, and also to engage in any industry contingent to the development of the fisheries. What, then, stands in the way? It would seem from the statement made in the *Canadian Gazette* by the Hon. J. H. Turner, Provincial Minister of Finance, that the British Columbia government is somewhat timid lest by accepting the proposal it should offend the increasingly influential labor interests in the legislature. The whole responsibility of the acceptance or rejection of the offer has therefore been placed upon the legislature, before which the report of Colonel Engledue and Major Clark will be laid, as well as the further statements respecting the progress of the negotiations by Mr. Begg. To Englishmen who are anxious to see the province make substantial progress it certainly seems in the words of the committee of the British house of commons, that the proposals "have much to recommend them."—*Canadian Gazette*, London England.

Immigration Notes.

Mr. George H. Campbell arrived home about the middle of December from the eastern part of Canada which he had been visiting in the interests of immigration to Manitoba. He says that 1892 will see greatly increased activity in our immigration work, both across the ocean and in the United States. It is thought by those who ought to know that a very little encouragement would induce large numbers of people from across the line to settle in western Canada.

Early in December it was announced that Mr. C. O. Swanson, of Waterville, Compton County, Que., who has been appointed by the Dominion Government as a special agent for the promotion of Scandinavian immigration to the Northwest was making an extended trip through Manitoba and the Territories for the purpose of becoming personally familiar with the parts of the country most desirable for settlement by those people. Mr. Swanson visited all the important points in the country, as far west and northwest as Calgary, Edmonton and Prince Albert.

Among the visitors recently in the west was Viscount de Bouthillier, a French nobleman whose home is in Montreal. He came west with the object of writing a book or pamphlet on western Canada and its resources. While in Paris last summer he learned of many people who were thinking of investing money in

America, but their knowledge of Canada was so slight that they hesitated about investing here until they could get more authentic information. He promised them to travel through this country on his return and give his impression of it in a book or pamphlet which he would have published in Paris as well as in Montreal. He, while in British Columbia, met as many of the public men of the province as he could and also made several detours through the Northwest and Manitoba.

Assiniboia.

The recent Moose Jaw fire resulted in the loss of three lives and \$10,000 worth of property.

A banquet was given at Regina by the members of the Northwest Legislative Assembly to the Hon. Mr. Dewdney, M.P., on the evening of the 18th of December. The whole of the Territories were pretty well represented at the table. Music was furnished by the band of Mounted Police. The speakers of the evening were: Lieut.-Gov. Royal, Hon. Mr. Dewdney, Senators Perley and Loughheed, T. Mayne Daly, M.P., J. H. Ross, Speaker of the Assembly, and Messrs. Haultain and Cayley, M.L.A.'s.

From every range in the district comes the report that stock is now doing well. The unprecedented cold weather of November, following as it did a warm October, was hard on very young stock, and for a time young calves especially lost flesh. However, the fine weather of the present month has set things all right again and all kinds of stock are reported in good condition. Some difficulty has been experienced during the past week on a few of the ranges not supplied with flowing springs, in getting a plentiful supply of water for stock, but this trouble was removed by the snowfall of Tuesday night and yesterday. On the whole stockmen have no reason to complain of the prospects of their industry. Prices are at present good and likely to range higher before spring.—*Medicine Hat Times*.

IMPERIAL BAKING POWDER

PUREST, STRONGEST, BEST.

Contains no Alum, Ammonia, Lime, Phosphates, or any Injurious.

One Day.

Written for THE COLONIST.

How some lays of our lives stand out with a startling distinctness as we look backwards, days not always eventful but which are milestones on the journey of life, from which we mark the years that have gone; our first day at school, the day we won the place of honor in our class, the day we met some friend whose coming colored our lives, the day we went nutting when Will fell from the tree and broke his arm, days of mourning, days of rejoicing, we can all look backward and pick them out. But no day in one's life is remembered better than the one on which we left the old home and went out into the world with pleasant dreams of gold and fame to be gained mingled with regrets for the life we were leaving behind.

How well I remember the day when I left the old homestead, and how, as I hung over the verandah railing in the gray light of the early June morning, I wondered when and under what circumstances I would see it again. The birds were giving sleepy little chirps in the trees preparatory to their morning hymn of praise, the dewy air was heavy with the scent of new mown hay lying cut in the field below the house, the June roses, the tall lillies looking ghostly in the early morning light, the sweet old fashioned garden with its border of mignonette, its great bunches of pansies and Sweet William, the sweet peas rearing their dainty heads under my very nose as they clambered up to look over the railing, and the tinkle, tinkle of the cow-bell in the distant meadow over the hill, all brought to my mind more forcibly than ever before how much I would miss the old home life in the new western country to which I was soon to be on my way. My time for regrets was short, however, the train left in an hour, so after gathering a last bouquet I turned indoors and soon the last strap was fastened, everything was ready and all that remained was to say good-bye. As we left the house and walked down the grassy lane shaded by two rows of splendid maples, the old dog came trotting after us, and when we sent him back, whined and howled as if he knew there would be one less in the party when it returned.

At the little country station everything was musty and close, the station master was invisible, the baggage man could not be found, and when he did turn up, seemed only half awake. The only thing that was astir and seemed to know its business was the telegraph instrument, which ticked away in its little den of an office as importantly as it could have done in a large city station. Soon with a rattle the hotel busses and the only cab the town boasted of began to rush through the gateway and disgorge their loads of passengers and luggage, the truckmen began to dump trunks and boxes with the utter disregard for their safety peculiar to their class, and in a few moments I had said "good bye," had received the last handclasp and the last injunction to take care of myself, and settled in my seat with my luggage, "All aboard" was shouted, the engine bell rang out and we were fairly on our way.

I had firmly made up my mind when preparing for the journey that I would have no hand

baggage, and I would have kept my resolution if my friends had allowed me to, but one had brought a bag of fruit, another a couple of books, I had a hand bag and a parasol and at the last moment I found thrust into my hand a tall fushia in a pot which I had been indiscreet enough to admire in a friend's house a few days before. I appreciated the love which prompted the gift, but I decided on the spot that if I had to carry that pot and its tall occupant around with me for three days I would be heartily tired of it. However, I could congratulate myself that I had been able with firmness to refuse the huge feather pillow that one old lady had insisted I should take with me as likely to be useful both on the journey and after I arrived.

I glanced at the books I had, discovered one was "Lady Audley's Secret," the other "Her Marriage Vow" and deciding that I could not relish anything about secrets or vows in my present state of mind, directed my attention to my fellow passengers. First and second-class tickets were all in one car so it was pretty well occupied. The conductor made his appearance and called "Tickets," causing the usual scramble, and I was particularly struck with the distressed look of an old lady about four seats from me whom I had watched a short time previously putting her ticket elaborately away with the serene unconsciousness that she would require it again so soon. Then the conductor said "Your ticket, wadum," and down dived her hand to find her pocket. Round and round her ample skirts she chased that refractory pocket and at last when the patience of the conductor was nearly exhausted, out came her handkerchief and after untying two or three knots she unrolled carefully a brown leather pocket book and triumphantly produced the necessary ticket which was duly punched and handed back to her.

On rattled the train past country villages just stirring into activity, passed fields of waving grain, passed stretches of stoney farms with flocks of sheep, and cows slowly wending their way to the barn yard, at one time a pine forest scorched and blackened with the fire last fall, the giant branches, bare and unsightly waved and tossed despairingly as if vainly trying to recall their past beauty and freshness, and now a glimpse of a cool green shady woods, and at intervals glades of velvet-like grass, magnificent trees, a little brook running past laughing and dimpling in the sunlight, a barefoot boy with a gaud twice as long as himself behind, balanced on one dirty brown foot and cheered as we hurried on. The train stopped at a station in the heart of a small town at nine o'clock for breakfast. As I did not wish any I sat still and amused myself watching the town folk as they passed, the school children with their bags of books, and the group of idle boys playing "top scotch" on the sidewalk. A few minutes before we started a farmer's wagon drove up with a family and a big box, little box, handbox and bundle which after a deal of worry and work they got on the train and settled themselves in the seats across from me. I learned in the course of the morning that they were on their way to a farm in Manitoba, that the eldest boy had been there and taken

up a half section and was now taking his mother, sisters and brother out, the father being dead. They had driven a long way to the station and about eleven o'clock the pangs of hunger evidently made themselves felt for from under the seat came a huge lunch basket. Shades of the hungry! I wish you could have seen that lunch, cold boiled eggs by the dozen, a whole ham, roasted chickens, loaves of sweet home made bread and pots of golden butter, bottles of cold tea, bottles of milk, sandwiches, cake, even some baked beans did that thrifty housewife produce and I heard the gentlemen behind me remark that "those folks must have thought there was a famine in the land or had laid in provisions to stand a siege."

The old lady of the ticket episode had all this time been sitting alternately dozing and gazing at the landscape, but now she bethought herself it was time to take refreshment and getting a black handbag into her lap proceeded to open it, easier said than done, the catch was too much for her and she was about to give up in despair when the brakeman passed through the car calling a station. She cried in her sweet old voice as he passed "Mr. Conductor" but he did not hear and passed to the end of the car and then turned and went back. Just as he was passing her seat my old lady held out a hand covered with a wrinkled black cotton glove and laid firm hold of his coat tails, which brought him up short. She remarked she had an orange in her bag which she wanted to eat and he smilingly opened her bag. In the seat in front of her sat a tired looking mother with a cross baby in her arms and a restless boy with a dirty face and a great faculty for asking questions. The old lady presently began to talk over the back of the seat with her and soon I saw a transfer of the baby into arms no doubt accustomed to such burdens. In a few minutes the refractory mite that had been raising din enough to disturb the whole car subsided with a delighted gurgle as he demolished a portion of his new friend's orange. The mother relieved of the care of one baby directed her attention to the other and soon his smiling face peeped over the seat a little of the dirt washed off it and one grubby hand grasping a huge apple which it was evident he meditated making an attack upon. I thought to myself here one might learn a lesson of love. If we all would but determine, both in our short journeys from place to place and in our longer journey through life, that every day some one would be brighter and better for having met us and some heart grow lighter under its unseen burden because of meeting us how much misery might at least be alleviated.

We were now in Uncle Sam's domains and at the way stations many comers and goers made things more lively. At one flag station a woman with a sleeping child about three years old in her arms got on. There was nothing remarkable about her worthy of special mention except her jaws. Up and down they went with a big mouthful of gum. There was something savage in the vigor with which she assaulted it and I grow fascinated watching her and began to wonder when she would grow dissatisfied with the gum and begin on the sleeping child in her

lap. However she got off at the next station still chewing.

Now we began to get glimpses as we rushed onward of workmen returning homeward with their dinner pails swinging in their hands, teamsters and their tired horses jogging slowly along. Lights began to twinkle here and there and in one house close to the station at which we stopped the undrawn curtain showed the good mother with a night-gowned child at her knee hearing its evening prayer before she placed it in the white cot which I could see ready to receive it. Then on we whirled with a seeming utter disregard for time and space, on, on, until the deepening twilight blotted out the swiftly flying landscape and as I gazed out into the night I said to myself, "Surely it must be more than sixteen hours since morning" and the first day of my first journey was ended.

I. D. BURTON.

A Tramp's Philosophy.

HARD LUCK IN A BIG CITY—M. QUAD'S INVESTMENT.

It was just after midnight, and the place was at the corner of Broadway and Chambers street, on the City Hall park side. One was a well-dressed man, the other a tough-looking fellow, with his right hand tied up in a rag. He had evidently asked for alms, as the other was saying:—

"How do I know but what you'll go and get drunk?"

"I certainly shouldn't, sir," was the reply.

"That's what they all say. I never saw so many vags and bums and dead-beats as are hanging around here just now. It's nothing but give, give, give, and I've got tired of it. I've give away \$100 this summer, and who is any better off!"

"Please, sir, I—"

"Go on! I have nothing for you!"

Let's look at his figures a bit. The average New Yorker isn't "struck" by a vag to exceed twice a day the year round, and he gives not to exceed a nickel when he gives at all. Call it two vags and 10 cents a day for 365 days. That's only \$36.50 for the year. To be out of pocket that sum he'd have to be "struck" by 730 vags, and we all know that such couldn't be the case. He had probably been "held up" twenty times at the most, and he had given not to exceed \$2. I was mentally figuring this out as I followed the man to Park Row. Over-taking him near the engine-house, I said:—

"Seems to be an off-night with you."

"And I've quit!" he answered, as he looked up.

"Something the matter with the hand?"

"Yes; had it smashed four weeks ago."

"Let's have a look at it."

We took a cut through the park and brought up on a bench near the fountain, and he removed the bandage and exhibited a bad-looking hand. The thumb had been hurt the worst and a new nail was growing.

"Th means that you have been out of work for a m. h?"

"Yes, and something more. I'm a machinist, and came here from Milwaukee. I'd worked

only a day and a half when I hurt this hand. I've had to pawn tools and clothes, and for three nights past I've had no bed."

"No friends in Milwaukee?"

"None able to help me to a dollar."

"You told that man a poor story for one with facts to back it up."

"I suppose so, but to-day I used the last cent I had to get a bowl of soup, and that was my first experience in begging."

"And now what?"

He waited a long minute before replying.

It had grown dark, and the wind was blowing up cold and drear. He looked about in a hopeless way, dropped his chin into his hands, and quietly but bitterly replied:—

"What a fool a man sometimes is about things! He loses his nerve just when he wants it most!"

"Do you want nerve to rob some one?"

"No! I want it to go down to the river and take a header into the drink. That's exactly what a man ought to do who is down and going lower. That would settle everything in short order. It's just what a nery man would do, but I can't get my sand up yet. Perhaps it'll come to morrow, however."

"You've been fishing?" I asked.

"Yes. What of it?"

"Nothing, except going fishing exhibits one of the curious traits in human character. A man goes and buys an outfit costing, perhaps, \$10, and it costs him \$10 more to get to the fishing place and back, and yet you never hear him complain or figure that he is out a cent, even if he doesn't get a nibble."

"That's so."

"But turn it around. A man invests a dollar on a tramp, and if that dollar doesn't brace the poor devil up and make a great statesman or capitalist out of him in-side of a month the giver regards it as a dead loss, and shuts his purse to all future calls."

"That's mighty true."

"A well-off, respectable man beats us out of \$500, and we make no kick and never wonder how he is going to use the money. If we give a vag a dime and he spends it for whiskey we feel awfully cut up."

"That's it."

"Hundreds of men in this town are losing from \$1 to \$50 per day on the races. You hear no sighing or complaining. Let one of 'em lose fifty cents on a tramp and he'd go about declaring that he no longer had any confidence in human nature."

"He would for sure."

"Once more. Men are willing and anxious to take chances on lotteries, races, games, the gaming table, and so on. Why not take a chance on a fellow-human being now and then?"

"What do you mean?" he asked.

"Just this. In a week your hand will be well enough to enable you to go to work. I'll pay your board for the week, and I'll take your tools and clothes out of pawn. You can pay me so much a week after you get work. You may beat me. If so, I have simply played a horse or bought a lottery ticket and lost."

He looked at me a long time in a puzzled way, and then laughed as he said:—

"I've been wondering,"

"Whether I'm a fool or a philosopher?"

"Yes."

"Well, we'll try it on either one you choose. Come on."

We went to a Bowery hotel and I got him fair board and lodging for \$1 per day. Then I invested 50 cents for a lotion for his sore hand, paid \$5 to get his clothes, and \$4 to get his tools, making a total of \$16.50. This was on a Monday evening. The Monday week he went to work at \$2.25 per day, and when I asked his boss what sort of a workman he was, he replied:—

"He's an A 1 hand. We haven't got a better man in the shop. I'm going to tell him Saturday that he can have steady work all winter."

On the first Saturday night my "experiment" paid me back \$7; on the second, \$5, and last night I gave him a receipt in full and he tried hard to make me take \$2 for interest. The hand was all right, his job was all right, and as we sat down in the park again he said:

"Well, you've simply got your money back."

"Yes; but the man who goes fishing never does as well as that."—M. Quad in N. Y. World.

Carberry.

ITS LOCATION, SURROUNDINGS AND ADVANTAGES.

Carberry is situated on the main line of the C. P. R. 106 miles west of Winnipeg.

Late in March, '79, Mr. John Bailey, a wealthy farmer of Omamee, Ont., arrived on this plain, which was then pretty well entered for, except the section upon which our town is located. This was considered light or inferior and was passed over by every homesteader and speculator until Mr. Bailey arrived, but there being little choice for him, besides being pleased with the country he secured this section for \$510 in half breed scrip. The railroad crossed this in July, '81. On June 27, '82, Mr. Bailey sold this property to the C. P. R. for the enormous sum of \$32,000, having cleared upwards of \$31,000 on this farm. The townsite was blocked out, the station erected and several places of business opened at once. The present firm of Wise & Dalton erected the first building. Help was at that time scarce and the pioneer merchants were seen on the 12th of July with their coats off and shovel in hand, excavating the first cellar. The town has grown steadily since and has now a population of 1,000 inhabitants. It is lighted by electricity with a capacity of nearly 400 lights, and has many telephones. It is governed by a mayor and four councilors who have lately secured the passage of a by-law to raise \$3,000 for fire protection.

Last year 1,000,000 bushels of wheat were exported. The great amount of 300,000 bushels shipped out by the Manitoba Milling & Browning Co. in flour; 140,000 bushels of oats; a quantity of barley; \$7,000 worth of beef; \$3,000 worth of hogs; 13 car loads of potatoes besides a great amount of butter and eggs shipped to the Pacific coast.—Carberry News.

Wisconsin and Nebraska are locked in ice and snow, the upper valley of the North Saskatchewan is free from both, and its settlers are enjoying the warmth of those winds from the warm shores of the Pacific Ocean. In climate therefore, the valley of the North Saskatchewan enjoys many advantages not to be had in some other districts of the Northwest. In every respect this country offers great inducements to intending settlers, and to the agriculturist of limited means, it offers the opportunity of carving out a comfortable home and not a little wealth in a comparatively few years, without having to undergo many of the hardships, which have to be faced even in countries where the reward for thrift and industry is also certain.

British Columbia.

A bill was submitted to the ratemakers of Victoria on Dec 18th, providing for the appropriation of \$50,000, for the purpose of establishing a university there. It was defeated by a majority of 11.

A syndicate of Chinese capitalists of which Quong On Wo & Co., of New Westminster, New York, Philadelphia and Hong Kong are members, will shortly start a rice mill on the North Arm of the Fraser River, on land which they recently purchased.

A recent number of the Vancouver News-Advertiser said: "In the quiet hours of Thursday morning, when few but the policemen were abroad, a deer was seen making a sort of spasmodic trip almost to the centre of the city. The electric lights had, perhaps, some peculiarly attractive power over it for it seemed to delight standing under them."

The Times of Victoria says: "The schooner Borealis, Capt. Hansen, which left here several weeks ago on an experimental sealing trip to the Okhotsk Sea, has returned after a stormy trip, with 400 sealskins on board. Capt. Hansen reports terrific weather, the trip up being very rough with much head wind. It took seven weeks to reach the sealing grounds, and only a few days sealing was possible on account of the storms. The trip home was made in twenty days, and all hands were glad to get back to land again after the stormy trip to the boisterous north. As a financial venture the trip of the Borealis has not been a very successful one, as 400 sealskins will barely pay the expenses of the trip at the present rate of prices, although it is stated that higher rates than usual will be obtained for the skins, which are choice ones."

Victoria Times: "There are several hundred tons of wheat now on the way from Brandon, Man., to be shipped to England by the bark City of Carlisle, now at R. P. Rithet's inner dock. This shipment of wheat by the Pacific ocean, and round Cape Horn to Liverpool is the first experiment of the kind ever tried, and under similar conditions as to freight arrangements, or in the absence of cargoes for returning vessels, it will probably be repeated. It is scarcely probable that wheat can be profitably landed from the centre of Canada to the western ocean, and thence carried to Liverpool, at the same price that it can be carried direct; but

that it can be occasionally taken at all by this route with advantage to the shippers, will be worth demonstrating. The Great Peace River country, the best wheat land now unoccupied, is nearer by a thousand miles to Victoria than to Montreal; and it may be, should the Hudson Bay railway prove impracticable, that the product of that country will some day find access to the markets of the world through British Columbia ports."

The Old Northwest.

At the "old settlers" banquet held at Grand Forks on Dec. 10th, U. S. Consul Taylor, of Winnipeg, made a very interesting speech, from which we make the following extract:—"My interest in the great valleys of Riviere Rouge, Saskatchewan and other river systems converging to Hudson Bay dates from 1850. While engaged in the publication of a history of Ohio, the authorities I consulted were a revelation of the sleeping empire here and beyond; and I anticipated in 1855 all my subsequent utterances on the subject in an open letter to W. R. Marshall of St. Paul. When in 1856, I became a citizen of St. Paul, I was commissioned as secretary of the Minnesota & Pacific, now Great Northern railroad, to reiterate the argument in season and out of season. It was taken up by others—the word 'Saskatchewan' was pounded into the dull ears of the world; our securities were floated in Amsterdam; Canada was fired with ambition to have a west, and you know the sequel. In 1859 I visited Selkirk settlement at the instance of Gov. Sibley, and my report was widely circulated. In 1870 I became consul at Winnipeg with the main purpose of assisting Jay Cooke in every way possible to push the St. Paul & Pacific, which he had leased from the Amsterdam bond holders, to Fort Garry and beyond (of course by international co-operation with Canada)—a scheme postponed by events until 1878, when every portion of the Red river valley was linked by rail under the auspices of the well known syndicate which has since consummated (with liberal government aid) the Canadian Pacific railway. But previously, the steamboat navigation of the Red river had done marvels in advancing the settlement of the Red River Valley." Mr. Taylor concluded with an urgent appeal in favor of an International Pacific railway, linking at the well known Boundary Pass of Palliser, in the Kootenay district, the three lines connecting the Red River Valley with the Rocky mountains in the vicinity of Spokane in the state of Washington; the sure result of which, if the United States and Canada fully respond to the great occasion, would be that the placer gold fields of Kootenay, Cariboo, Omineca, Cassiar and Yukon—1,500 miles, readily accessible along the valleys of connecting rivers and adjacent to the western flank of the Rocky mountains—would, when reached in quick succession by the Alaska and British Columbia railway, develop another California or Australia—freight, in the present ominous aspect of the silver question, was incalculable benefit to the commercial world and to the security and consolidation of national credit.

Openings for Unused Capital in Alberta.

The Rev. James Buchanan, Presbyterian minister at Red Deer, Alberta, recently sent a long and interesting letter to the Glasgow Herald on the subject of the mining resources of Alberta which closes thus:—

"I have written this with a view of awakening an interest in this fertile land. I desire as a patriot to see the home of my adoption prosperous. I believe that around Glasgow, in the coal districts of Shettleston, Coatbridge, Airdrie, Motherwell, Hamilton, Wishaw, Overton, and other places, there is an abundance of unused money waiting for an opening to make it productive. Here is such an opening. Coal can be mined by simply removing the top earth from 6 to 20 feet in depth, or by sinking shafts and taking it out at any depth required. On every bank spruce grows in great abundance for stoops, costing the owners simply its cutting; and there is more than enough to last an age, both for stooping and ties or sleepers and every available purpose about a pit. Not only that, the conditions of taking the land are favorable. Five years are allowed before the patent can be secured from the Government. A small payment of from fifty cents to one dollar (or 2s to 4s) per acre is all that the Government demands from the company until it proves its title to receive the land by working and laying down plant. Then when sufficient money has been vested, and the mines begin to pay, the Government exact the full price of ten dollars, or £2 per acre. The sum is so small for an acre of coal—at least thirty-feet to forty feet thick, and may be more—that we wonder at the ground rents in Scotland, which in many cases far exceed this trifling sum.

Should any of my old friends in or around Airdrie, Kilmarnock, Paisley, Motherwell, or Glasgow, or any others interested in this matter, desire further information concerning this wonderful country, I shall be happy to answer any communication addressed to me.

Thanking you, beforehand, for publishing this letter, and assuring you that I have no "axe to grind" by its writing, I am, etc."

The "Aluminum Age" Latest

which would surprise us, if anything from Edison could, seems about as follows: Take two rails, run through them a low electric current, place them on a car with a device that will take the current from one rail and give it to the other. Result, motion of car—perfected result; 90 miles an hour. The "pick-up" is what he calls the device that transfers the current and propels the car. Read the Aluminum Age the great mechanical journal of original genius, 25,000 monthly—50 cents per year, 10 cents per line, Newport, Ky.

Anna Sewell's celebrated book "Black Beauty" is being printed in Arabic for distribution among the grooms, coachman, muleteers, doukey-drivers and cameliers of Syria, Palestine and Egypt. The promoters of this work are doing it with the hope that it will engender a more humane feeling in the heart of these people towards their beasts of burden.

Calgary to Edmonton.

WRITTEN FOR THE COLONIST.

Calgary is invariably a resting point for the traveller in the Northwest, not merely because it is the second city of the Northwest, and second only to the City of Winnipeg in importance, both as a centre of population and in a trade sense; but because it is the gateway so to speak, through which the traveller enters the prairie land from the mountains, if he is travelling eastward, or the mountains from the prairie if he is going westward. It is a beautiful place as well, with the distant peaks of the Rockies in one direction, and the broad, boundless prairie in the other. Yet nestling as it does in a natural amphitheatre, scooped out by the wash of the Bow and Elbow Rivers, few who have not made enquiry would imagine that it lies at an altitude of nearly 4,000 feet above the sea level, or almost as high as the peaks of the highest mountains of Scotland. It is the stepping stone into the mountains, and less than four hours ride westward, sends the traveller right into the wildest grandeur of the Rockies.

Going westward from the Red River Valley, the traveller is liable to fall into the mistaken idea, that the further he goes the higher he ascends on this side of the Rocky Mountains, and in fact until Calgary is reached, the idea is to some extent correct. When, however, he starts northward on the new Calgary and Edmonton road, the order of things is reversed, and he starts on the down grade until he reaches the valley of the Saskatchewan, a valley which for a wide stretch of fertile land, has no equal in the whole world. He has not travelled fifty miles before he realizes, that he is entering a country different entirely from that of the near approaches to the mountains. He enters a beautiful rolling prairie country. He sees no more mountain pine or spruce trees, but every few miles he travels onward through little natural groves of poplar, and other woods peculiar to a land with deep rich soil, which greatly relieve the monotony of travel, and make the passing scenery ever changing and interesting. Streams by the dozen are crossed, some only little meandering creeks, and others seemingly broad enough for light draft navigation. The alkali lakes and the sage brush growth is not to be seen, and each stream is a flow of pure water, some of the larger ones being cold and clear, as they come from the sides of the mountains, one hundred to two hundred miles further westward. By the time Innisfail station is reached, the conviction is complete that an entry has been made into a rich country of mixed wood and prairie, and if there should be any doubt about its fertility, from its surface view, the cuts on the line of railway prove its wealth beyond dispute. Where excavations have been made in the work of construction, there can be seen at the surface a dark loamy soil varying from one and a half to three feet in thickness, and below that a lighter colored subsoil, gravelly at some points, sandy at others, but in all just the kind of a warm subsoil which forces a rapid growth, and makes the process of crop raising so phenomenally rapid, as it is in the best portions of the prairie lands of the Canadian Northwest.

From Innisfail northward to Red Deer, the country presents the same aspect, and although settlement has only made itself apparent in dots along the line of railway, each cluster of farms show the growth under cultivation

to be as luxuriant as it is where the nature holds sway. The hand of industry produces the golden grain in abundance, while nature has supplied a plethora of wild succulent hay and short grasses, besides wood for fuel and building purposes, which add a comfort to the early days of the pioneer settler, such as cannot be secured in even the richest treeless prairie districts of this continent. The abundance of pure sweet water alone is an advantage seldom to be had in the prairie lands further south, and presents advantages for stock raising and other branches of mixed farming which should prove a great attraction to the seeker of a new prairie home.

From Red Deer northward there is no change in the appearance or soil of the country, with the exception of a swampy district of a number of miles through which the railway runs before reaching the banks of the Great Saskatchewan, and the growth of brush and grasses on this swampy land shows, that a rich soil lies beneath, and under a system of drainage, into the great river near by, a veritable land of Goshen awaits development.

When the traveller reaches the Saskatchewan River at Edmonton, he beholds a scene of true grandeur. The high banks of the river rising over two hundred feet from the water, impresses him with the fact that he has reached a land where no floods can trouble him. Then the view up and down the river with its steep embankments, crowned with woodland in every direction, and the deep, clear and majestic stream flowing onward in its course to Lake Winnipeg, all combine to make up a view such as is not likely soon to leave the memory. The scattered but thriving town of Edmonton, on the north bank of the river, appears from the opposite bank like fragments of quite a large city, peeping through the growth of timbers, and they are doubtless fragments, which ere many years will be united in one populous and important city.

Away north of the Saskatchewan River, far beyond the reach of settlement, or the influences of civilization the same rich belt of land stretches to districts known only to the Hudson's Bay Company's employees and the wandering traders. Millions of acres await settlement, and the land is free to whoever will come and possess it. Besides these free lands offered by the Dominion, the Calgary and Edmonton railway have millions of acres of a land grant, along the line of their road, and these lands they offer at nominal prices to actual settlers, who will make their homes upon them and cultivate them. There is no reserve lands, unless those used for Indian reservations, and the settlers can in every case select for himself.

Although this stretch of country in the upper valley of the North Saskatchewan is only newly opened up, and settlement has as yet made but little progress, enough has been done to show the grand results which can be reached. At St. Albert and Sturgeon River districts, outside of Edmonton, and in the settlement around Red Deer, crops have been produced during the past year, which equal in quality and yield the best figures ever reached in any portion of this continent. Thirty to forty bushels of wheat is the common report, and in other grains and root crops correspondingly large yields can be secured. But outside of grain raising the advantages in mixed farming are such as can be met with in few if any other districts. The settler has a hay growth

unbounded, provided by nature, and containing a succulence and nutrition, such as is not possessed by the finest cultivated hay in the Atlantic slopes of this continent. Brush and timber are to be found in every locality, furnishing excellent winter shelter for live stock, and fuel for the settler, if he wishes to burn wood. In this matter he has a valuable alternative, for coal is abundant all along the banks of the North Saskatchewan, and is now dug out of the river banks with the most primitive appliances, and sold in the town of Edmonton at the low figure of \$2.50 a load, which means as much as a team can haul on a wagon. In the two elements of fuel and pure water, the North Saskatchewan valley has undoubtedly greater advantages than any rich agricultural district on the continent of North America. The farmer near the river at Edmonton can cut down logs for his own buildings, or he can dig the coal for his own use from the banks beside him. There is another profitable employment for him and his family when his farm allows days of leisure, and of this many pioneers take advantage, namely, washing out gold from the sand of the river, an occupation at which with the most primitive appliances a novice can make from \$1.50 to \$2.50 a day, and parties of experience can in a similar manner take out \$3 to \$5 a day. Even a few days of such profitable work, is often a God-send to the pioneer of limited means in the days when he is only breaking up his farm, and he feels the need of a few dollars of ready money. Altogether this country is a grand one for the settler of limited means, and at the same time in no other country can be found greater natural advantages to the man who wishes to go into mixed farming or live stock raising on a large scale.

The question of climate and the imaginary horrors of a cold northwestern winter is frequently advanced as an argument against settlement of that country by those who are interested in hindering its settlement. To people who have lived in the Northwest the horrors are so purely imaginary that the argument is to them only a subject for laughter. But the outside immigrant cannot judge from experience, and such tales are liable to mislead him. A land such as those obstructionists say this is, could not under any circumstances produce as the Canadian Northwest has in 1891 the heaviest yield per acre of grain ever produced in any country in America. Nor could such a country produce a healthy population such as this country has, and year after year record the lowest death rate of any country in the world. Further proof of the absurdities of those calumnies are unnecessary.

But admitting, as we must, that the whole Northwest, which means the country west of the Mississippi River and Lake Superior, and north of the 40th parallel of north latitude, has extremes of cold in the winter, the power of winter in the North Saskatchewan is wonderfully mitigated in this respect. West of Edmonton district the Rocky Mountains are much lower, and the valleys through them much wider and deeper than at any other part of the range further south. The consequence is the frequent sweeping through in winter of the warm breezes known as the "chinook winds," before which snow and ice vanish noiselessly but surely. Thus it is, that during a great portion of many a severe winter, when Montana, Dakota, Manitoba, Minnesota and even Iowa,

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