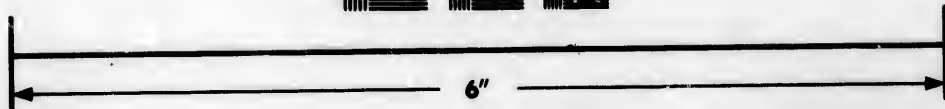
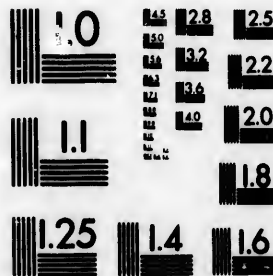


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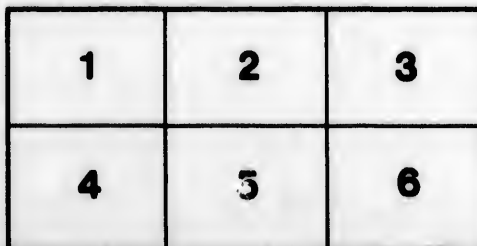
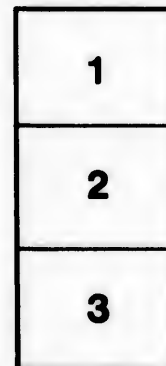
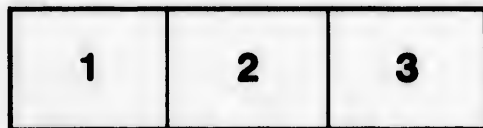
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GUIDE.

ONTARIO TO MANITOBA

BEING A DIARY KEPT DURING A JOURNEY FROM

TORONTO, ONTARIO, TO WINNIPEG, MANITOBA,

VIA

The Lake Superior, Duluth and Moorehead Route,

DURING A TOUR THROUGH MANITOBA, VISITING THE

PRINCIPAL FARMING SETTLEMENTS,

AND RETURN TO ONTARIO,

VIA THE DAWSON ROUTE.

BY D. H. SCOTT.

TORONTO:
TROY & Co., PUBLISHERS, 32 KING ST. EAST.

1873.

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General

Keitcheson

3.00

10.11.44

TO THE PUBLIC.

The "Guide," Ontario to Manitoba, is simply a Diary written as I journeyed from Toronto, Ontario, to Winnipeg, Manitoba; during my travels through Manitoba, visiting the principal farming settlements, and then back again to Ontario.

It is a round, unvarnished tale, and I know it has many literary errors, but hope that its truthfulness may compensate for its defects. Leaving Toronto in May, I travelled by the Duluth and Moorehead Route, arriving in Manitoba in June. Here I remained not quite one month, and in July, leaving Manitoba, I returned to Ontario, via the Dawson Route, arriving at Toronto in August. During this time, a Diary was kept of the chief things I saw or heard from day to day.

Ketcheson

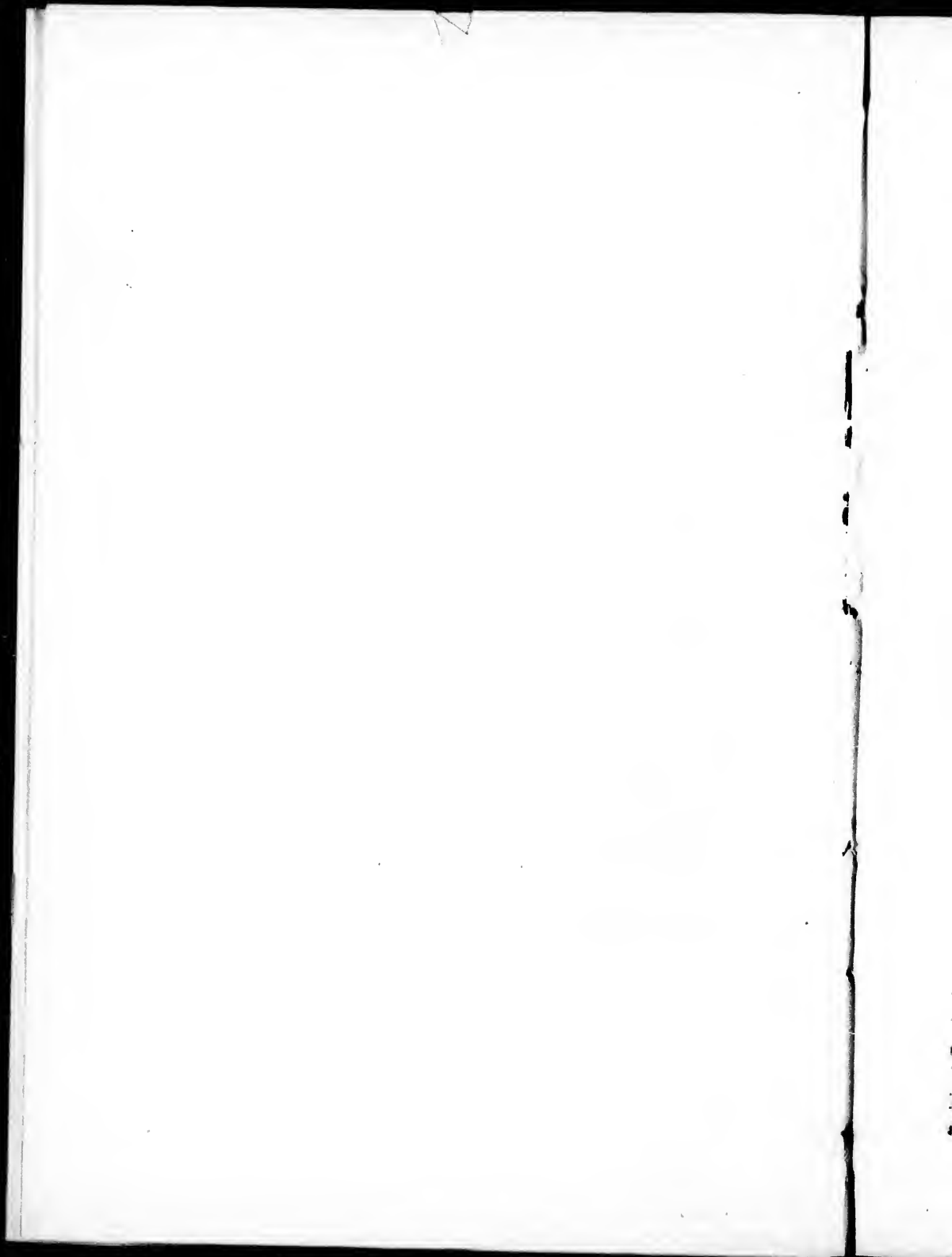
The Diary was not written for publication, or if printed at all was to have been for private circulation only. But those who were competent to speak on the matter, said that the notes contained information that would be of interest to the general public and of value to the intending emigrant.

At the request of many friends, I have had them printed and placed before the public just as they were written.

The Appendix is from a Government pamphlet for encouraging emigration, published in 1873.

196861

General



JOURNEY

FROM

Toronto, Ontario, to Winnipeg, Manitoba,

Via Collingwood, Duluth and Moorehead Route.

CHAPTER I.

MAY 26th.—Leaving Brampton, my native town, by the 10.25 p. m. train, I proceeded to Toronto, where I remained over night. Toronto, as a city, is so well known by all Canadians, that it would be useless for me to attempt giving a description. The present population exceeds 60,000. Here I purchased a ticket of passage to Winnipeg, via Collingwood, Lake Superior, Duluth and Moorehead.

MAY 27th.—I took the Northern 7 a. m. train for Collingwood, about 100 miles due north. The first part of the journey, as far as Allendale on Lake Simcoe, is through a fertile rolling farming country; beyond this has been settled more recently, but gives equally as good promise to the settler. Collingwood is a new and thriving town on the South Shore of the Nottawasaga Bay, with a population of about 2,500. It is a good instance of what a Railway terminus does for a place. Eighteen or nineteen years ago, before the Railway was built, an unbroken forest occupied its site. It now does a large commercial business, and is unsurpassed by any western town for its lumbering facilities. I reached Collingwood shortly after mid-day, and was informed that the steamer Frances Smith would arrive during the evening, and start on her return up the Lakes at an early hour to-morrow. While here, I met Mr. M. Shipley, of Brampton, and Alex. McCannell, of Cheltenham, both bound for Manitoba, the former accompanied by his wife and family.

MAY 28th.—Through some unexpected delay, the Steamer did not arrive until noon to-day, and was busy taking on freight and baggage till 5 p. m., when she started on her way. She belongs to the Lake Superior Royal Mail Line of Steamers, is well built, commodious, and under the skilled attention of her captain, Mr. Robertson, of Owen Sound, (a man well suited to the responsible position,) gives good accommodation in every particular. Her average rate of speed is twelve miles per hour. Sailing along the south shore, up Georgian Bay, we called at Owen Sound during the night. Here we were delayed while the mail was brought by stage from Collingwood, which the Steamer, being hurried in starting, had left behind. Owen Sound has the appearance of a lively business town. It is a port of entry for Steamboats, also, the proposed terminus of the Toronto, Grey and Bruce Railway.

MAY 29th.—To-day we have been sailing northerly, up Georgian Bay. We called at Killarney to land freight, (mostly flour,) and to take wood. This is a small Indian village with one or two Irish families, to whom the place appears to owe little more than its name. Near the wharf is a small shanty covered with birch bark. This is the store wherein you can buy Dry Goods, Groceries, Hardware, Indian work, and almost anything that the heart of man in Killarney can desire. As you go in at the door, a placard catches your attention with

“ENGLISH AND IRISH VOCUBULARITY,
FOR SALE HERE,”

and further in, another placard hangs from a beam overhead, with the words,

“TO-DAY FOR CASH AND TO-MORROW FOR NOTHING.”

I purchased some Maple sugar made by the Indians on Manitoulin Island, and afterwards amused myself looking at their bead work until the boat whistled for starting. We next called at Manitowaning and Little Current, the principal ports on Manitoulin Island, to land freight, which I noticed was mostly spring wheat. At this date vegetation on the Island was not as far advanced as in Ontario. The trees were not yet in full leaf, and the farmers were doing their spring seeding. The land along the

shore does not present a good agricultural appearance, but I am credibly informed that after going back a few miles the land is fertile and level, at the same time sufficiently rolling for farming purposes. Several years ago the Indian title to the Island was settled by the Canadian Government giving them certain annuities, and allowing them to retain certain small reserves of the land. They are of the great Chippewa nation, and are mostly Christianized. Since this treaty the Government has had the Island surveyed, and is selling it at \$1.50 per acre.

MAY 30th.—This morning we are sailing along Spanish River. The scenery is beautiful. After calling at Algoma Mills to deliver the mail, we sailed up the North Channel, which is dotted with numerous islands. During the afternoon we met the Steamer Manitoba, on her return trip from Duluth to Sarnia, and exchanged signals. At 4 p. m. we hauled up at Bruce Mines, a village on the north shore. This has the most lively appearance of any stopping place since leaving Owen Sound. Copper mining, the principal business, is being carried on very successfully. The mines now in operation are the Bruce and Wellington. They are still very productive, and at the present time give employment to between four and five hundred men. While here, the Steamer City of Montreal met us on her return to Sarnia, after being stuck in the ice, in the bay at Duluth, for two weeks. Shortly after starting out we were met by the Steamer Chicora, on her return from Thunder Bay to Collingwood. We hauled up at Garden River to deliver the mail, and then sailed up the Ste. Marie River, which leads to Lake Superior, and forms the boundary between our Dominion and the United States. At the Sault or Rapids in the River, there are neat villages on each side, but as the canal is on the American side our Steamers have to cross in order to get through it to the great Lake. The canal is built to avoid navigating the rapids. It has two Locks, each 350 feet long, 70 feet wide, 12 feet deep, and with a lift of 9 feet. It is well and solidly built, at a cost of \$1,200,000. Though the necessity for two canals on the same side is not very apparent, still the United States Government has commenced the excavation for the channel of another, which they expect to complete during the summer of next year. As it would be much easier to make a canal on the

Canadian side of the River, one should be commenced without delay. The most ordinary self-respect forbids that the entrance to Manitoba and the North-west, should be wholly in the hands of our friendly cousins, a power which during the Riel Rebellion in Red River, shut their canal against even our commercial and Mail Steamers. It being after hours for passing through the canal when we arrived at the village on the Canadian side, we laid up over night.

MAY 31st.—This morning we started early, and had passed through the canal, which occupies one hour, and were fairly sailing on Lake Superior at sun rise. After calling at Point aux Pins a small Indian village, to deliver the mail and take wood, we sailed westward all day without stopping, till shortly after dark, we hauled up at Michipicoten, where we sent the mail ashore in a small row boat. The day being calm and clear, the sail was enjoyed by all on board. To the north the shore was to be seen with its mountainous hills towering one above another, and strewed at the basis with ice. To the south, as far as the eye could reach, nothing was visible save the vast expanse of water, and numerous sea gulls flying after the boat, picking from the water anything edible that might be cast overboard.

JUNE 1st.—This (Sunday) morning, like yesterday, dawned calm and clear, but before noon there was a change to rain, accompanied by wind, which rocked our boat considerably, and caused several to become sea-sick. We sailed on, westward, up the lake calling in the evening at Nipigon, where the scenery is of the grandest description. This has been a Hudson Bay Company's trading post for upwards of 150 years, and is the proposed summer terminus of the Canadian Pacific Railway, for the traffic from the West. To-day was observed by all in a manner becoming the Sabbath,

JUNE 2nd.—During the night we have been sailing southward, and this morning at 5 a. m. called at Silver Islet, a little rock in an island studded Bay. On this small Islet the richest vein of silver ore in the known world has been struck. It was originally owned by a Montreal Company, and is reported to have been offered for sale by them in London for a mere trifle. The Company

that works it now is chiefly a New York one. Last year 30 men took out from it \$1,300,000 worth of silver, and competent judges say that in all probability the mine is worth hundreds of millions. The original \$50 shares now sell for \$25,000. At present the mine is in full operation, and the surface of the Islet is covered with buildings containing the necessary machinery for carrying on the work. After a short stoppage here, we resumed our course westward, and at 9 a. m. were landed at Prince Arthur's Landing, Thunder Bay. Here we have to change boats. The Frances Smith, after unloading, started on her return to Collingwood at midday. The Steamer Algoma, by which we are to go on to Duluth has not yet arrived, but is expected to-day, being long overdue. This is the commencement of the Dawson Transportation Route to Fort Garry, which is the only route to Manitoba and the North-west, through British Territory. At this date it is not yet open for carrying passengers or merchandize, but the Government have large gangs of men engaged making preparations for doing so as soon as possible. Prince Arthur's Landing is a new thriving village, and a good instance of what mineral wealth can in so short a time do for a place. Three or four years ago only a few small buildings marked the site. It has now a goodly number of large, substantial, well-stocked stores, and can boast two new churches, two first-class hotels, and many private residences that would do credit to many of our eastern Ontario towns. The principal business is Silver Mining, and prospecting for silver, copper, iron and other valuable minerals, known to exist in the neighbourhood. Fort William, three miles due east, is also a place of interest, and one much frequented by Canadian tourists during the summer. As many as 10,000 is said to have visited this locality during the summer of last year.

JUNE 3rd, 4th and 5th were passed in the Landing, and still no appearance of the Algoma. This delay gave me opportunity of visiting several silver mines. The Shinnah 3 miles southwest, 3 A and Beck, 12 miles west, are the principal mines now in operation. They are being worked with comparatively little success, compared with that on Silver Islet.

JUNE 6th.—To-day all is astir in the Landing. Three steamers have arrived during the day, and are busy loading and unloading

their freights. The Algoma has at last arrived, and will start on her return to Duluth at a late hour this evening. Her Captain reports being stuck in the ice in the bay at Duluth, for 8 days, thus causing this unpleasant delay. The other Steamers are the Chicora from Collingwood and the Manitoba from Sarnia. After unloading they will start on their return trips during the night.

JUNE 7th.—The Algoma left Thunder Bay shortly after mid-night. She is also a Steamer belonging to the Lake Superior Royal Mail Line, and is the only steamer of that line running between Prince Arthur's Landing and Duluth. She originally plied on Lake Ontario, where the "City of Toronto" now runs, and while there was known as the "City of Toronto." Some years ago she was brought to Lake Superior and after being refitted, was connected with this line. She is now upwards of 40 years old, and is still being run with safety to the travelling public and profit to her owner. Ten miles per hour is her average rate of speed. To-day we are sailing south-westward, along the north shore of Lake Superior, in the direction of Duluth. It has been raining heavy all day, and is still raining when I retire for the night.

JUNE 8th.—The rain still continues, accompanied this morning with considerable wind, causing a few cases of sea-sickness. At midnight we came into the ice which fills the lake for 13 miles out from Duluth, and were working hard till morning before we succeeded in getting to the dock. At first the ice was in small broken pieces, but as we gradually advanced it became larger and more difficult to sail through, and at last this became almost impossible. Sometimes we were going ahead, but the greater part standing still. We were 5 hours in making 13 miles, and from this it can easily be imagined what difficulty the boat must have encountered in making the passage. On examination, on arriving in Duluth, it was ascertained that damage to the amount of \$200 had been done, and that the necessary repairs would have to be made before starting on her return to Thunder Bay, thus causing another delay to the waiting passengers. Some few passengers spent the night in walking the cabin, being afraid to retire in case of some accident in passing through the ice. At 5 a. m. we hauled up at Duluth, Minnesota. From here we take the Northern Pacific

train to Moorhead, distant 250 miles, where we will take the steamboat down Red River to Winnipeg. Shortly after breakfast the Custom-house officer being on hand, the examining of baggage was commenced, which took considerable time. Having your trunks opened and their contents ransacked is a piece of very unpleasant business, and particularly so during a pouring rain like there is this morning. Standing near I witnessed the performance with interest, and was pleased to see that very few were in any way suspected of smuggling, and only an occasional charge of duty imposed. A couple of bottles of French Cognac stored near the bottom of a well filled trunk were removed by the officer, and ordered to be taken to the Custom buildings, notwithstanding the strong and numerous assertions of the owner that they were for his own use. At Thunder Bay I had made an affidavit of the contents of my trunk in the presence of a Stipendiary Magistrate, who subscribed it as duly sworn. This I now showed to the officer and was allowed to pass my trunk without opening, but would not recommend this plan to intending emigrants, for some parties having similar documents were obliged to open their baggage and have it examined as though this had not been done. After having my baggage forwarded to the railway station, I put up at an hotel to await the starting of a train to-morrow. To-day being Sunday there are not any trains running. Duluth is a city of several thousand inhabitants, a port of entry on Lake Superior, also the starting point of the Northern Pacific Railway, which will in a few years connect it by rail with Puget Sound, on the Pacific Ocean, distant 2,200 miles. One of its (Duluth's) enterprising citizens, in conversation with me, said, "Duluth is at present only the capital of the state of Minnesota, but it will yet be the capital of the Lakes, the great central port of the continent, the city whose wharves will be laden with the teas from China and the silks of Japan." It is built chiefly of wood on a steep ridge or side hill, from which the forest has been only partially cleared,—trees, stumps, lumber, and other obstructions standing in the streets and on the landing. Adjoining the city is a swamp, croaking at this season of the year with its innumerable bull-frogs. Still, in spite of rock and swamp, Yankee energy will triumph here as it has triumphed elsewhere over similar difficulties.

JUNE 9th.—I took the Northern Pacific 7 a. m. train for Moorhead. The track for the first 25 miles runs along the mountainous banks of the St. Louis River, and is for the most part built on the side hill. It makes some very sharp curves, and crosses a succession of bridges, many of them upwards of 100 feet high. The River is almost a continuous rapid, over broken rocks, but in no place making an abrupt fall worthy of notice. Several haults were made for the purpose of removing rock and other obstructions that had accumulated upon the track from the adjacent side hill. After crossing this 25 miles at the rate of 8 miles an hour, we were just starting off at 25 miles per hour speed, when we were all suddenly tossed up and down several times in our seats. A general rush for the doors followed, but before any succeeded in getting out the train had stopped. Soon all were aground anxious to see what was the trouble. On investigation, it was found that what might have been a serious accident, was caused by the water from the excessive rain having washed the earth from under the track, so that when our train came upon it it sank into the mud. The track for a short distance was completely demoralized, but no serious damage done to the train beyond breaking the coupling between the engine and its tender. After placing a flag so that other trains following us might be apprised of the danger, we started on our way, going very cautiously. We had not gone far till we were obliged to stop and fix the track, the passengers doing most of the work. Shortly after starting on again, we were met by a gang of trackmen, who assured us that the track for the remainder of the way was in safety. It was now almost midday, and the train travelling since 7 a. m. has only reached Island Lake station, scarcely 50 miles distant from Duluth. At this rate we would be a long time in getting to Moorhead. On starting out from Island Lake, the country which has been rough and broken, assumes a more level and productive appearance, but the soil is still a light sand. At Brainerd station, midway between Duluth and Moorhead, we had dinner. Here this railway has its engine and machine shops, in which a large number of men are employed. During the afternoon we crossed the Mississippi River running in its sand worn bed. After this the soil gradually becomes richer, and the country more level and

prairie-like, until arriving at Oak Lake, 50 miles from Moorhead, we came fairly into the beautiful, rich and level prairie, covered with dark green grass, this extends westward as far as the eye can reach, the soil being a black clay loam. The country, 10 miles deep on each side of the track is owned by the Railway Company. There are but very few settlers to be seen, except an occasional one or two, near some of the stations. On arriving in Moorhead, our terminus by railway, I was surprized to hear that there wouldn't be a boat going down the river before Friday. Moorhead is a small village of about 600 inhabitants, on the eastern shore or Minnesota side of the Red River. It can boast a few good general stores, but its hotel accommodations are miserable. Red River rises in Elbow Lake close to Lake Ithaska, in which the great Mississippi takes its rise. Flowing north 900 miles by water it discharges in Lake Winnipeg, while the Mississippi flowing south 2,500 miles discharges in the Gulf of Mexico. People say that Red River derives its name from a bloody Indian battle which once took place upon its banks tinging the waters with blood. It certainly cannot be called red from the hue of the water, which is of a dirty white color. Flowing northward with innumerable twists and sudden turnings, the Red River divides the State of Minnesota, which it has on its right, from the great territory of Dakota. It receives from each side many tributaries. Those from the east flow through dense forests, while those from the west wind through the vast sandy wastes of the Dakota prairie, where trees are said to be almost unknown. The plain or prairie through which Red River flows is fertile beyond comparison. Its shores are marked by a narrow belt of woods fringing the whole length of the stream.

JUNE 10th and 11th were passed in Moorhead, and still no appearance of the Steamer International, by which we are to go down the River. Part of the time was spent in Fargo, a village on the Dakota side of the River, but most of it in roaming the boundless prairie.

JUNE 12th.—The Steamer has arrived and is busy unloading her freight, which is mostly furs from the Hudson Bay Company's posts in the Northwest. She will start on her return down the river at a late hour to-morrow. She is rather a curious craft,

measuring 130 feet in length, draws only 2 feet of water, and is propelled by an enormous wheel placed at her stern. Her engines are a perfect piece of patch work. The Captain and other officers are far from being men suited to such responsible positions.

JUNE 13th.—At daybreak the village is all astir. Many of the passengers, like myself, are weary of the long delay, and are early making preparations for going on board. At 2 p. m. all being in readiness, the boat started on her way, going at the rate of 8 miles per hour. I have already mentioned the zigzag course which the Red River has wound for itself, through these level western prairies. The windings of the river more than double the length of its general direction, and the turns are so sharp that after steaming a mile the traveller will often arrive at a spot not one hundred yards from where he started. These bends not only lengthen the course, but give the Steamers immense trouble in getting round them. The International has only state room accommodation for 40 passengers, and there are upwards of 130 cabin or first-class passengers on board; each anxious to secure one for him or herself. The Purser of the boat, who had the letting of the rooms, having done so privately, kept himself out of sight of the remaining restless passengers. He first let them out to the ladies and married men accompanied by their wives, who had applied, and afterwards to the lucky gentlemen passengers who had first applied. The many remaining and almost riotous passengers were obliged to make the floor of the cabin or deck their sleeping apartments. After advancing $2\frac{1}{2}$ miles down the river, we came to a wild pigeon rookery, where these birds were to be seen flying in cloudlike flocks, and the trees along the shores were full of nests, many of them almost within reach from the boat.

JUNE 14th.—We have been sailing all night, and have passed Georgetown, a village about 40 miles down the river from Moorhead. This morning dawned calm and beautiful. The river all along is similar to what we passed yesterday. A narrow belt of Oak and Poplar woods border its shores, beyond this the dark green sea-like prairie extends far away in the distance. During the afternoon we came to the rapids, which occur in the river 30 miles below Georgetown. In passing down this, our boat was

caught on one of the few rocks that form the bottom over which the water runs swiftly, and is at this season of the year very shallow. After being delayed upwards of 4 hours, we eventually got off without any damage to the boat.

JUNE 15th.—We have been laying up most of the night, but this morning are sailing on downwards. This morning, like yesterday, was spent on the upper or hurricane deck, which affords a good view of the surrounding country. There are a few Norwegian settlers along the river at this point. They are not cultivating much land, chiefly living on fish and prairie fowl. Their houses are very small thatch covered arrangements. At 2 p. m. we had preaching in English by a minister on board, and shortly after, in German, by Mr. Shantz, of Berlin, Ontario.

JUNE 16th.—This morning at 8 a. m. we hauled up at Pembina, a small village on the Dakota side of the river. Here there is a fort and garrison of 300 soldiers, who were placed here a few years ago to withstand the Indians. I went ashore, and while the boat was unloading freight had an opportunity of visiting the fort. A little north of here is the 49th parallel which forms the boundary line between the United States and Manitoba. On the Manitoba side of the line there is a small village of about 300 inhabitants. After a short pause here we started on, and at mid-day arrived at Fort Dufferin, a few miles north from Pembina, where the Canadian Boundary Commission have their buildings. The government have also stationed here a garrison of 200 men. From the principal building floats a handsome Union Jack, the first seen since leaving my own fair Province. Many young Canadians on board who had been keeping quiet all along, now joined in giving three cheers for our Queen and in singing the National Anthem, Rule Britannia, and other loyal British or Canadian songs. As we advance down the river with Manitoba on either side, giving fully as good a show of beautiful green prairie as any we have passed. A change is noticeable throughout the boat, (except the Captain and his crew, who are Americans). About 200 of the passengers are Canadians going to Manitoba, and now when they have crossed the lines and are within its borders, a new interest has sprung up. The ice is broken, ladies and gentlemen who had

kept aloof all the way, addressed each other freely without waiting to be introduced, and all began now to express sorrow that they were to part so soon. As we advance downward, nearing Winnipeg, the country which is prairie is better settled, and the buildings and fences are superior to any we have seen. I am informed by a gentleman on board, who has been surveying in the Province, that the land in this locality, as we leave Fort Dufferin, is superior to a great quantity that has been taken up in other sections, but the idea of settlers is to get as near large settlements or Winnipeg as possible.

JUNE 17th.—At daybreak we are in sight of the long looked for Fort Garry, and Winnipeg in the distance presenting a large city-like appearance. In less than an hour we arrived at the junction of the Assinaboine with the Red River, and turning up the former a few hundred yards, we were soon landed on the dock in front of the Fort. This ends my journey from Toronto, Ontario, to Fort Garry and Winnipeg, Manitoba, distant by this route 1,500 miles. I was 22 full days in making the journey, but 10 of these were wasted by delays in making connections. It can be easily made in 10 days with good connections. With this I discontinue my travels for the present, and will next give some particulars of Fort Garry, Winnipeg, Kildonan, (Selkirk Settlement,) and other settlements throughout the Province.

CHAPTER II.

Fort Garry and Riel Rebellion, 1869-70.

Fort Garry was built many years ago by the Hudson Bay Company, and was long used by them as the principal trading post in the Northwest. At present it is occupied by a garrison of 300 Canadian soldiers, who were placed here during 1870. Adjoining the fort there is a large bonded warehouse, where all goods coming into the Province via the United States are taken for inspection before delivery to owner. On the east side the H. B. Co. have a large well-stocked general store.

Fort Garry has more than once been the scene of warlike troubles, but those during 1869 and 1870 were the first and only

ones in which our Dominion took a prominent part. This trouble finally resulted in a portion of the then small community of Manitoba rising in rebellion, and is said to have been caused by the Canadian Government or rather the Hudson Bay Company selling their territorial rights for £300,000, to the Imperial Government. they in turn retransferring to our Canadian Government that portion of the Northwest known as the Red River Territory, without in any way consulting the wishes of the 15,000 persons then living in peaceful possession of the soil thus transferred. These 15,000 persons very naturally objected to have themselves and possessions signed away without one word of consent or note of approval. The Dominion Government appointed a Mr. McDougal, Lieutenant-Governor of this Territory, who advanced as far as Pembina for the purpose of assuming his responsible position. They also sent a number of surveying parties to the country with instructions to at once commence on the great work of preparing it for settlement. The French half-breeds and others in the revolt, under the command of a young French half-breed named Louis Reil, a man possessing many principles suited to the leadership of such a party, informed Mr. McDougal on his arrival from Canada, that his presence was by no means desirable in Red River, or among its inhabitants, and also interfered with any attempts made at surveying their farms.

After forcibly expelling the Governor appointed by Canada, from the frontier station at Pembina, the French rebels had proceeded to other and still more suspicious proceedings. Assembling in large numbers they had guards placed on the road between Pembina and Fort Garry, and had taken possession of the latter place, in which large stores of provisions, clothing, and merchandize of all descriptions had been stored by the Hudson Bay Co.

The occupation of this fort, which stands close to the junction of the Red and Assinaboine Rivers, gave the French party powerful command of the whole settlement. Up to this point those joining in this little rebellion can scarcely be condemned for endeavouring to hold a country wherein they had made their homes.

If the Canadians wanted a share of it why did they not come fairly and say so, or say what they meant to do with the original

people, after they had taken possession, or why did they not deal with these people, and ask what they would take and go further west, but no, they either meant to outwit them or they held them of so small account that it mattered little what they thought about it. Had these Frenchmen been quietly settled to the usual pursuit of farming, it is probable that all would have gone well between the new-comers and the old. Over this great western prairie there was room for all. But no they came here to trade and not to farm. Now they were afraid that this their only means of a livelihood was to be taken from them by Canadians.

Riel and many of his followers or colleagues going from bad to worse, from plundering to robbery of a very low type, much assisted by men drinking and other intemperance, he and they finally, on the 4th March, 1870, disregarding some touching appeals for mercy, shot to death a helpless Canadian prisoner named Thos. Scott. This act committed in cold blood, bears only one name, the red name of murder. This instantly and forever drew between Riel and his followers, and the outside Canadian world, that impassable gulf, which the murderer in all ages digs between himself and society, and which society attempts to bridge by aid of the gallows. On the night of the murder the body was interred in a very deep hole, which had been dug within the walls of the fort. Two clergymen had asked permission to inter the remains in either of their Churches, but their request was denied.

On the anniversary of the murder, namely, the 4th of March, 1871, other powers being then predominant in Fort Garry, a large crowd gathered at the spot where the murdered man had been interred for the purpose of exhuming the body. After digging for some time they came to an oblong box or coffin in which the remains had been placed, but it was empty. The interment within the walls had been a mock ceremony, and the last resting place of the body lies hidden in mystery. When the murder by Riel and his party became known throughout Canada, an expedition was at once mustered, and under Colonel Wolseley started for Red River. The expedition left Ontario early in April, 1870, and did not arrive at their destination in Red River, until the end of August. Their course was up Lake Superior as far as Thunder

Bay, thence via Lake Shebandowan, Rainy Lake, Rainy River, Rainy River, Lake of the Woods, Lake Winnipeg, and up Red River to Fort Garry.

Long ere they had travelled half this distance, the English and Scotch settlers who had at first joined with the rebels in the insurrection, but whose hearts were not in this business, had forsaken Riel, and laying aside their arms, were again peaceably pursuing their usual avocations.

Riel held the fort until the troops had almost arrived, when he abandoned it so recently, that the dinner prepared for his officers was still steaming on the table when Wolseley had taken possession, and again placed the Union Jack on the flag-staff, where it still floats unfurled. With these notes gathered from various sources, during my stay in Winnipeg, respecting the fort and rebellion, I will leave it and advance to

WINNIPEG

the present capital of the Province, which is northward from the fort. These places were once distinct from each other, but by the rapid growth of the latter have become united. It is built on the level prairie, near the confluence of the Red and Assiniboine Rivers, 30 miles from the discharge of the former into Lake Winnipeg, both these rivers are navigable by large steamers. The former for upwards of 500 miles, the latter 100. Winnipeg can boast a very rapid growth, not only in commercial wealth, but also in increase of population. In 1870, it had only 300 inhabitants, it now claims 2,500, which is expected to be increased to 3,000 during the present (1873) summer. An attempt made at a recent session of the Manitoba House of Assembly, to have it incorporated, was not successful. For want of sidewalks, the streets during muddy wet weather, are almost impassable. The building operations continually going on, and teaming in connection therewith, does much to impair them. A rough count during the last week of June, shows upwards of fifty new buildings in course of erection.

Founded only a few years ago, it now contains 15 or 20 General Stores, 3 Hardware, Agricultural Implement and Furniture

Stores, 4 Watch and Jewellery Stores, 2 Tin and Stove Shops, 3 Drug Stores, 3 Baker Shops, 4 Meat Stores, 4 or 5 Fur dealing Stores, 3 Book and Stationery Stores, and 2 Wholesale Liquor Stores. Many of these are owned by merchants from the older Provinces of the Dominion, are well-built and stocked to compare with our first-class stores in Ontario. There are 3 Churches, Presbyterian, W. Methodist and English; 5 weekly papers published: *Free Press*, *Manitoban*, *Gazette*, *Liberal*, and *Nor'-Wester*, 6 Hotels, 4 Carriage and Blacksmith Shops, 2 large Steam Saw Mills, 2 Planing and Furniture Factories, 1 Woollen Factory, 2 Gristing Mills, 3 Brick Factories, 1 Brewery, Pop Factory, Post Office, Telegraph Office, Merchants' Bank, Custom House, Crown Land Office, Savings' Bank, 5 or six resident doctors, 10 or 12 Lawyers, Attorneys, &c., several Billiard and other Gambling Saloons, 4 Barber Shops, 3 Livery Stables, Police Station and Court House, Hospital, Emigrant Sheds, Parliament Buildings, and many other places of business, professions, or mechanics occupations not enumerated here. Judging from ordinary indications of trade and building, few towns can boast a more rapid growth.

With respect to wages in Winnipeg and surroundings, although varying according to circumstances and season, the average prices may be set down as follows: carpenters, \$3 00 per day, Bricklayers and Masons, \$3 50, painters, \$3 00, Blacksmiths and waggon-makers, \$3 50, and common labourers \$2 00 per day. These rates though higher than elsewhere are much lessened by having to pay from \$5 00 to \$9 00 per week for board, though many young men are saving money by boarding themselves. During the present summer very many tradesman have come to the Province seeking employment, and this has been the cause of reducing the rates of wages paid during previous summer. Good workmen, however, generally find work at which they can make good wages.

The building of 2 large Hotels, each to contain 100 rooms, a bridge across the Red River, the Receiver-General's Office, Custom House, Barracks, Penitentiary, and Post Office, all to be erected as soon as possible, will do much to increase the demand for good mechanics and labourers for some time to come. There is also

considerable demand for dressmakers, milliners, seamstresses, and female servants, all of whom can obtain much better wages than in Ontario. Land property adjoining the town is held at high figures, one-fifth of an acre, half a mile out, sold for \$150 cash.

Across the river, eastward from Winnipeg lies

ST. BONIFACE,

the Roman Catholic headquarters in this Province. Here they have a Cathedral, Convent and School, all built of cut stone, and being on a rising bank of the river, commands a good view. The office of Mr. Buchanan, Dawson Route Agent, is on this side of the river, as also is the residence of Mr. Codd, of the Crown Land Department.

The prairies for which Manitoba is chiefly noted are fertile and level. The soil is a black clay loam, averaging from 2 to 3 feet deep, below this clay for 10 or 12 feet, and then sand. On the open plane, the grass grows from one to two feet high, and is of a dark green colour; when shot out it resembles our Canadian June grass or red-top. In the hay meadows where the prairie is inclined to be low and flat, the grass grows from two to six and seven feet high, and is of a leafy description, seldom ever seeding or shooting out. During spring and summer, the prairies are beautifully decorated with flowers of great variety, many of which are unknown save on prairies. Along the rivers and woods, roses and sweet briars bloom in profusion.

Wood is said to be the great want of Manitoba, but men who have been surveying in the Province for years, inform me that there is sufficient wood to supply the Province for 20 years, if it was all settled. They say that as soon as the woods are cut down they commence to grow up again, and will in ten years be as good as at first. From what I saw during my travels through the Province I have no reason to doubt this in the least. The kinds of wood most plentiful along the rivers and near the best farming settlements, are Poplar, Oak, Elm and Basswood. Although not to be had in all localities, Pine, Cedar and Hemlock are found in abundance on the shores of Lakes Winnipeg, Shoal and Manitoba.

Water, another scarcity in most prairie countries, is to be had in Manitoba; by digging on an average from 12 to 20 feet, and is as good as any I have ever drank in Ontario. The wells, in absence of stone, are cribbed with poplar plank. Manitoba is also well watered by rivers and lakes, all of which abound with fish of the best species. The prairies also abound in game, which in sections where settlements have been formed, is confined to prairie fowl, but west in the Saskatchewan Territory, buffalo, wolf, deer, mink, martin, otter, black bear, and other animals are still numerous. During the months of June and July, the days were warm and clear, with gentle rustling breezes, and the nights cool with heavy dews, occasional growing showers. On the prairies, along the rivers and edges of woods, wild strawberries, plums, cherries and other fruits are to be had in abundance, also wild peas, grapes and hops. The settlers houses are almost entirely of log, covered with a thatching of prairie grass or straw. Not many of these have any outbuildings, save a small stable for their working teams. The crops are stacked and thrashed in the fields. The grasshoppers were numerous when I first entered the Province, but have been gradually disappearing. Since leaving I have been informed that they are all gone south into the States, having done but little damage to the crops.

The population of Manitoba is increasing very fast, every boat that arrives from up the river brings from two to three hundred emigrants. The Dawson Route, July 12th, has already transported upwards of 400 during the present summer, and besides these routes there are hundreds coming in from the States, bringing their own conveyances. Manitoba as an agricultural country is attracting many, while its facilities for stock raising and dairy purposes cannot possibly be excelled.

A short distance, in a north-easterly direction from Winnipeg, the

KILDONAN, OR SELKIRK SETTLEMENT,

Commences and extends along the Red River as far as Stone Fort, distant 18 miles, and in width $2\frac{1}{2}$ miles on each side of the river.

This settlement was first formed in 1812, by the Earl of Selkirk, a large proprietor of the Hudson Bay Company, who brought a colony of Highlanders from the parish of Kildonan, in Sutherlandshire, Scotland, and placed them here in the very heart of North America, in the midst of this immense and apparently boundless prairie. During the troubles between the North-west and Hudson Bay Companies, they were driven from their settlement to the shores of Lake Winnipeg, where they were obliged to seek shelter. Shortly after this, these two companies became amalgamated, or rather the North-west Company ceased to exist, and from this date, 1822, the progress of this little colony has been slow but sure. Throughout its length there are churches, schools (one college), grist and saw mills, plenty of oak, poplar, basswood and elm woods, good water and rich level prairie. This season, on account of expected ravages from grasshoppers, the farmers in Kildonan sowed very little. The leaves on some small pieces of spring wheat and barley were at this date, June 20th, being destroyed by them, but as they departed southward before destroying all, it is expected that the crops will yet yield an average. Speaking to the Scotchmen respecting the grasshoppers, they seem quite confident that they will not be troubled by them next year, taking for a precedent their never before having troubled them more than two years in succession.

Thursday, June 19th.—Accompanied by Messrs. M. Shipley, Neil McCloud, Alex. McCannel, and George Tidsbury, I started on a tour through the country to visit the best farming settlements.

The four gentlemen who accompany me are seeking a locality wherein each may select for himself a suitable farm. They desire to locate where they can get rich level prairie, good spring water, abundance of wood and, at the same time, as near Winnipeg or some large settlement, as possible. We secured a conveyance by paying \$5 per day, and finding the driver and horses with provisions.

With this, we started, having on board provisions to last us several days; also, blankets and other equipage for camping out, which in this country the traveller finds quite indispensable. We

first travelled westward across the prairie, via the direction of Boyd's Cattle Farm, for about ten miles, then turning north-eastward, we passed a little north of

STONE RIDGE OR STONEY MOUNTAIN.

Which is fifteen miles north of Winnipeg. This ridge is about three-and-a-half miles in length, from one half to three-quarters of a mile in width, and rises about seventy or eighty feet above the level of the surrounding prairie, and is covered with a good growth of poplar. It is composed mostly of lime-stone rock, which is exposed to view on the western side, where it is in some places precipitous, while the eastern side is a gentle slope. No better building stone can possibly be found, and the supply is practically inexhaustible.

A little north-west of this ridge

ROCKWOOD SETTLEMENT

Commences three miles due north of Victoria.

In Rockwood we had dinner at a farmer's named Davis, who came in from Ontario last year. Many of the settlers are from the Counties of Huron, Grey and Bruce, Ontario, and for the most part came here late last fall or early this spring.

Most of them have small patches of vegetables on the first plowing, but very few have any grain crops, and it is just as well, for the grasshoppers are numerous and would undoubtedly have destroyed them. The men are now engaged plowing or breaking the prairie, in order to have it ready for the next season, and all seem well pleased and contented with their new homes and country generally. The land in these settlements is mostly taken up, but the settlers are often a considerable distance from each other. This is chiefly caused by speculators coming in after a settlement has been commenced and buying up the sections adjoining those on which settlement has been made, and holding it on speculation, knowing that it will increase in value much faster near a good settlement than elsewhere. Good land can still be had within a few miles, and at present is attracting many.

In Townships 14 and 15, range 2 east, a new settlement is being formed, chiefly of Canadians. To this locality, which is within twenty-two miles of Winnipeg, I would refer settlers from Ontario. Here the prairie is rich and level, the soil turned up in plowing is a black clay loam. Good water can be had by digging from twelve to twenty feet, and wood is plentiful.

After spending two days in this locality, where Mr. Shipley and Mr. McCloud have since located, we returned to Winnipeg. On our way we noticed large herds of cattle feeding on the open prairie, all looking well. On the following morning, crossing Red River on a ferry boat, we went eastward to

SPRINGFIELD AND SUNNYSIDE.

These settlements are distant about 20 miles from Winnipeg, and like Rockwood and Victoria, adjoin each other and are settled in like manner. During the present summer a public school has been opened in each.

There is preaching by the Presbyterians and Methodists every alternate Sunday. The prairie is more rolling, and in some places marshy and wet, good water is plentiful, but the wood is distant from the central settlers about 8 or 10 miles. The crops are looking well, but are being destroyed by grasshoppers. We returned home to Winnipeg, better satisfied with Rockwood and Victoria. Monday morning, June 23rd, starting westward, following a road running within two and a half miles of the Assiniboine, which like Red River, is fringed with a dense belt of Oak and Poplar wood along its shores. Along this most of the English and French half-breeds have settled, and are farming on a small scale, but live chiefly by hunting. Some of their farms are neatly fenced, and the buildings though small are neat and clean.

A little out of town we came to St. James' Church, then to Buckhorn, the residence of the Hon. James McKay, a Scotch half-breed, then to Silver Heights, the summer residence of Lieutenant Governor Morris. Not far from here there is a distillery, gristing and saw mill, all new, very large, and substantially built, and all in full operation, giving employment to a large number of men. We next came to Sturgeon Creek, where we drank water from a

flowing spring. There are a few Canadian settlers along this creek. Further on we came to St. Charles Church, and next to Headingly, where there is a ford across the river, and a number of mechanic's and other residences. The country between here and Winnipeg is thickly settled, and the crops, after travelling seven miles out from town, are beautiful, and not a grasshopper to be seen. From Headingly we travelled on westward, along the river through prairie country yet unsettled, and which presents a good agricultural appearance. At White Horse Plain, twenty-six miles from Winnipeg, we put up for the night. Here there is a Hudson Bay Company's trading post, a Post Office and hotel, but no settlers save the half-breeds along the river. It will be remembered that it was at this point that the Menonite deputation from Russia, (who came here to select land for 50,000 of their people,) were attacked on the first July last, on their return from the western parts of the Province, by French half-breeds, who threatened to kill every Canadian who came into the country. Rum drinking caused this disturbance, which was soon quieted.

Leaving White Horse Plain early next morning, we travelled westward through an extensive hay meadow, known as the Big Bay, where the grass is already high. We reached Poplar Point at 9 a. m. Here there are three churches, Presbyterian, English and Methodist, a Post Office, school-house, blacksmith shop, grist-mill, saw mills and an hotel, surrounded by a good farming settlement. The land near the village is all taken up, a good part of it by Canadians, who have large well-fenced fields of crop looking extremely well, and at this date as far advanced as in Ontario. Land can be had within three miles. The prairie is covered with dark green grass, upon which large droves of cattle and horses are feeding. Water, which is excellent, can be had by digging 15 feet. Wood convenient.

At High Bluff, ten miles further west we had dinner at a first-class hotel kept by a Mr. Alcock, who came here from Mitchell, Ontario, three or four years ago. He has also under cultivation, a large farm, and owns a large number of cattle and horses. High Bluff also contains three churches, W. Methodist, Presbyterian, and English, a school-house, store, and Post Office. The Rev. M. Fawcett, late from Ontario, resides here.

Seven miles further on in a westerly direction, we came to Portage La Prairie, a village containing four stores, three gristing mills, two saw mills, two hotels, two blacksmith shops, school-house, two churches, two resident doctors, two lawyers, attorneys. &c., Post Office, and quite a number of mechanics. Several new buildings are being put up, and business generally is progressing. The farming settlements surrounding this village, High Bluff and Poplar Point, are considered the most flourishing in the Province. Here fields containing from 60 to 160 acres, may be seen in crop, all of which, at this date, promises an abundant harvest. No grasshoppers ever visit this neighbourhood.

The land along the river and near the villages is all taken up by English half-breeds and emigrants from Ontario. Many of the former are selling out to Canadians. One farm of 320 acres, considerably improved, sold last spring for \$2,000. George Tidsbury one of our party, has located within three miles of High Bluff, where he has taken up 320 acres, or a half section, on which he intends settling at once. About midway between High Bluff and Portage La Prairie, I called on Mr. James Frazer, who came in from Norval, Ontario, last spring. He bought an improved farm of 320 acres, a river lot, for which he paid \$2,000. Mr. Frazer and family seem well pleased with their new home.

Mr. James Whimster, adjoining him, came here from St. Mary's, Ontario, three years ago, and is also well pleased with the country. His orchard and gardens are looking as well as any we have seen. Good land can still be had by going back from three to five miles from these settlements.

The Canadian Pacific Railway will undoubtedly have a station near the portage. Eight miles distant from Portage La Prairie Messrs. MacKenzie and Grant, both from Ontario, have taken up large farms, and are going into stock raising, as well as general farming on a large scale. Mr. MacKenzie has at present a herd of 300 cattle, among which there are some full-bred Durhams. His settlement is on Rat Creek, a never-failing stream.

During our stay in Portage La Prairie, we heard so much respecting the settlements at the First, Second, and Third crossings

of the White Mud River, Palestine, and the Riding Mountains, that we finally concluded to visit them before returning to Winnipeg, they are due west from here. Wednesday noon we started on our journey, following a cart trail known as the White Mud Road. I would advise travellers leaving Portage La Prairie for the White Mud River settlements, to take the Shannon Road, which, although a few miles longer, is much the better way, being entirely without marsh or wet places, which so frequently intercept the first mentioned. Travelling most of the afternoon across prairie, unmarked by settlers, we arrived during the evening at the First Crossing of the White Mud River, distant about twenty miles from Portage La Prairie, and eighty from Winnipeg. This crossing can boast two stores, two hotels, a Post Office, and a few settlers, whose crops are looking well. White Mud is quite a large river, flows eastward, discharging in Lake Manitoba. Its shores are lined with large poplar, oak and elm wood in some places from 5 to 10 miles in depth on either side. Along this the land is for the most part taken up, but the timber is at present reserved by the Government, who intend dividing it equally among the settlers. Five miles beyond the First Crossing we put up for the night.

Next morning we resumed our course westward across prairie dotted with numerous bluffs of poplar. The Second Crossing, distant 8 miles from the First, was soon reached. Here there is a store and Post Office, surrounded by a goodly number of Canadian settlers. Travelling on westward, sixteen miles across bluff dotted prairie, we reached Palestine, which is near the 3rd Crossing, at noon, where there is a store and a Post Office, Presbyterian Church, and School House. This to the most recent settlement in Manitoba, and is being rapidly filled up. Those already located are Irish descendents and Scotchmen, chiefly from the counties of Grey and Bruce, Ontario.

The Rev. Jno. McNab, Presbyterian Minister, Messrs. David Carr, David Hyndman, Archd. McDonald, Joseph Glenn, George and William McCray, are some of the many who have come in from Ontario, and located here. Emigrants seeking land in this locality, would do well to call on these gentlemen, who are ever

willing to lend their assistance in picking out the best sections yet untaken.

Palastine affords to the settler a choice of land. In some places the prairie is dotted with bluffs, presenting in appearance a cleared up wooded country, while in others not a tree or shrub is to be seen for miles. The crops throughout this settlement are excellent, being entirely free from the ravages of grasshoppers. Good water can be had by digging from twelve to fifteen feet.

We staid at Mr. Carr't over night, and next morning accompanied by him, started for the Beautiful Plains and Riding Mountain, following the Saskatchewan cart trail. After leaving Palestine, not a settler is to be seen, and the vast, unbroken prairie lies here a lonely waste. About mid-day, we came into the Beautiful Plane, which all agreed in saying was well named. It is a stretch of country, twenty miles in length by five or miles wide. The White Mad River runs along the west, forming a boundary. To the North the Riding Mountain is visible, while to the south and east there is a continuous belt of poplar and oak timber. The soil is slightly lighter than any we have seen in the Province. Five miles up this plane the Government has placed a surveyors supply station. On arriving here, all being weary of travelling so far through an unsettled unchangeable country, we concluded to return to Winnipeg by the same route as we came.

One day's travel brought us back to Palestine, another to Portage La Prairie, another to White Horse Plain, another half day to Winnipeg. In passing through the settlements on our course, we noticed considerable spring wheat and barley shooting out, and peas in blossom.

On my return to Ontario, via the Dawson Route, I passed through Oak Point; in French, Point Deaux Shene, thirty miles due east from Winnipeg. Here there is a Hudson Bay Company's store, Government emigrant sheds and supply store, Post Office, English church, school-house, and about thirty other buildings. The River Seine, a never failing stream, runs a little south of the village. South from here there is a small settlement of Canadians. On the prairie we noticed a large flock of sheep and herds of cows,

horses and pigs, almost innumerable. The crops are as good, if not better, than any we have ever seen, Barley and spring wheat are at this date, July 7th, shot out, and peas in blossom. Throughout this locality the prairie is level, and the grass of a dark green healthy colour. The soil for three feet deep is a black clay loam. Excellent spring water can be had by digging twenty feet. Eight miles east; then commences a bush 100 miles in depth, extending to Lake of the Woods. For many reasons I prefer this (Oak Point) settlement, to any I have visited, and would advise emigrants to visit it before locating elsewhere.

This concludes my travels in Manitoba, having visited Kildonan, adjoining Winnipeg, Rockwood and Victoria, fifteen or twenty miles north, Springfield and Sunnyside, twenty miles north, east, White Horse Plain, twenty-five, Poplar Point, forty-five-High Bluff, fifty-five, Portage La Prairie, sixty-two, First Crossing, eighty-two, Second Crossing, ninety, Palestine or Third Crossing, 105 miles west, and Oak Point thirty miles east on the Dawson Route.

If I was advising emigrants going from Ontario to Manitoba, to settle as farmers, where to locate in order to have good prairie farms, water and wood, I would first say Oak Point, then Victoria and north of it in township fifteen, range two east, and next Palestine or Third Crossing of White Mud River. Those settlements possess these requisites, and are chiefly settled by Canadians and old country emigrants.

The reader will observe from the above remarks that it is not an unsettled country to which the emigrant is invited to go, and make himself a home on a free grant, but that there are plenty of settlements which he can join. The land is principally prairie, requiring no clearing for agricultural purposes, although timber is to be found in sufficient quantities for building purposes, fencing, and fuel. In addition to the latter there are the large coal fields further west on the Saskatchewan River. Wherever settlements have been established, both grist and saw mills are to be met with. In the western states the railway companies own the lands from ten to twenty miles on either side of their respective roads, which settlers cannot obtain as free grants, but for which they have to pay from \$2.50 upwards per acre, according to locality.

In Manitoba, however, the settler can at present make his choice of any lots which are not yet taken up, and can always join a settlement. Another inducement which Manitoba has to offer to settlers is, if the grant of land to which they are entitled is not sufficient, more can be procured at one dollar per acre, whereas in the western states even beyond the railway limits the price is one dollar and twenty cents per acre.

Had my stay in Manitoba been more lengthy, say one year, I would be able to give my own experience of the seasons, particularly the winter, of which we hear so much, when spring seeding, haying, how the crops yield in proportion to ours in Ontario, and so forth. This not being the case, and most of those with whom I became acquainted, being but a short time in the Province, I will not quote their experience, nor will I give a list of yields of crop, suffice me to say that in all my travels I did not meet one farmer who has been in the Province two years or upwards, but is well pleased with the climate, and give very encouraging accounts of the agricultural facilities of the country, many of them placing the yield of wheat, barley, oats, potatoes, and turnips, so large, that I am afraid if quoted in Ontario, they would at once be set down as exaggerated.

The following is a Winnipeg market report, from a weekly paper published in the town,

WINNIPEG MARKETS.

The Manitoban Office, July 12, 1873.

Wool is coming in freely, but mostly in bad condition. The prices are 20c. for washed, and one-third discount for unwashed and badly handled lots.

Our local quotations are :—

Wheat, per bushel.....	\$1 25 @	\$1 50
Barley.....	1 00 @	1 25
Oats.....	1 00 @	9 00
Rye.....	None.	
Flour, per cwt.	3 50 @	3 75
Pollard, “	2 00 @	0 00
Bran “	1 25 @	1 50
Potatoes “	0 75 @	0 90

Onions, per bushel	2 00 @	2 50
Beef, per lb.....	0 10 @	0 18
Mutton, "	None.	
Veal "	0 12 @	0 15
Pork, salt	0 12 @	0 00
" fresh	0 15 @	0 00
Eggs, per dozen.....	0 12 @	0 25
Butter, fresh, per lb	0 30 @	0 35
" salt, imported	None.	
Cheese, imported, per lb.....	0 25 @	0 00
" home-made	0 20 @	0 00
Pemican, per lb.....	0 14 @	0 00
Buffalo tongues, each.....	0 50 @	0 00
Salt, per bushel.....	2 00 @	0 00
Wool	0 20 @	0 25

Lumber of inferior quality of common and dimension stuff, \$10 to \$20 per 1,00 feet; good dimension stuff, \$30 per 1,000; first quality, common, \$35; second quality, common. \$30.

The Indians in Manitoba are chiefly of the Chippewa, Cree and Sioux tribes. They are, as far as I could ascertain, both quiet and inoffensive, and well satisfied with the Government, from which they receive an annuity of three dollars to every soul annually; besides this, they have hunting grounds for themselves far back in the North-west. If the agreement or treaty with them is carried out faithfully by our Government, and I have no doubt it will be, there will be no trouble from the Indians.

The intermarrying of Scotch, English and French with the native Indians, produced the race of people known as half-breeds or half Indians. They are a civilized class of people, and can nearly all read and write. Wherever they have settlements they have good schools and churches. Parties who have dealt with them, tell me that they are honest, obliging and hospitable. The reader might wonder why they rose in rebellion in 1869 and 1870 if they are civilized and satisfied. As I have before mentioned, they thought that our Government should first consult them, and give them a certain right to the lands they then occupied, and also lands for their children. An arrangement has now been come to, between these people and the Government, which gives to every man, woman and child living at that time, one hundred and forty

acres of land, with which they are now satisfied, and seem to be well pleased with the Government. One million four hundred thousand acres of land has been reserved for this purpose.

CHAPTER III.

*Journey to Toronto, Ontario via the Dawson Route, from
Winnipeg, Manitoba.*

JULY 7th.—Monday morning. Having concluded to return to Ontario, via the Dawson Route, I had my trunk taken to the ferry crossing, where it was placed in a lumber waggon bound for North-west Angle of Lake of the Woods, 110 miles distant. I am accompanied by three gentlemen who have taken up land in Manitoba, and are now returning to Ontario for their families. Crossing the Red River to St. Boniface, we secured tickets of passage to Thunder Bay, and soon after started on our way, in covered stages. Before losing sight of Winnipeg the terminus of this route, I will give a brief sketch of the Government emigrant depot, which is situated on the bank of the river eastward from the fort. It was built one year ago, is large, neat and clean, with accommodation for about 200. On arriving here the emigrant is at liberty to remain until he settles his business or finds employment. The comfort of having such an apartment to go to on arriving here cannot be over-rated. All through the spring and up to this date, nearly all the rooms are occupied. To-days journey is to Oak Point, thirty miles due east, over level prairie dotted with bluffs of small poplar. The road is for the most part turnpiked and in good order. For thirteen miles out there are occasional settlers, some of them have small fields of crop. One field of about ten acres was particularly noticeable, five acres of it in spring wheat, the remainder in peas. The wheat has once given prospect of being a good crop, but is now almost completely destroyed by grasshoppers, while the peas, which are about two feet high and in blossom remain untouched. Some small pieces of corn and

potatoes also look well. During the afternoon we passed through an extensive hay marsh, where the grass is at this date as high as our horses. At sundown we arrived at Oak Point, (before mentioned in these pages,) where we remained over night. Mr. Graham, the station master or manager of this station, is a man well suited to the position. The emigrant sheds are commodious, neat, and clean. The meals, like at all stations on this route, are very plain, fat pork, bread (mostly sour or made without yeast,) hard tack biscuits and black tea comprise the spread. Emigrants going by this route should take their own provisions, for the rations provided by Government at cost price are very poor. They should also carry blankets and other necessaries for sleeping.

JULY 8th.—Leaving Oak Point at 7 a. m. we travelled eastward across beautiful rich prairie for eight miles, when we came into a bush of small oak, poplar, pine, cedar, and Tamarac, growing on soil slightly lighter than at Oak Point. As we advance, the soil gradually becomes lighter, with numerous sand stones. After travelling fifteen miles into the bush, the soil is all sand and gravel. The timber with which it is covered is similar to that first mentioned.

The country for the remaining sevety-five miles to North-west Angle is, with slight variation, similar to this. Strawberries and raspberries are ripe in abundance along the road, and are of extra large varieties. At Broken Head we fed our horses, and had dinner. Mr. McAllister, an old employee of the Hudson Bay Co., is the station master. The sheds are well and comfortably built. At this point the black flies and mosquitos are very troublesome. We are now out of Manitoba, into what is known as the North West Indian Territory. Our afternoon travel was to White Mouth, a station 16 miles distant. Here we remained over night. The sheds like those at the stations we have passed, are neat and clean, newly whitewashed. The White Mouth River runs within a few yards of the sheds. The mosquitos are in myriads and were quite successful in spoiling our nights rest. We are obliged to wear veils for protection against them.

JULY 9th.—Our mornings journey was to White Birch, sixteen miles, where there are good emigrant sheds. The manager, Mr.

Scott, is very accommodating. We fed our horses and had dinner. Thinking that the flies would be less troublesome in the evening, we did not start till late. This is our last stopping place this side of North-west Angle, thirty-two miles distant. Leaving White Birch in the evening, we started for the Angle, travelling all night. At midnight we fed our horses and put on a fire to warm ourselves.

JULY 10th.—After travelling all night we arrived at North-west Angle, Lake of the Woods, at 6 a. m., very much wearied for want of sleep. The sheds are now in course of erection. The tug by which we are to cross the lake to Fort Francis has not arrived but is expected during the day. I am informed by the manager here that upwards of 400 emigrants have already passed through by this route to Manitoba, during the present summer. Late in the evening the tug arrived with five boats in tow. She will start on her return to Fort Francis at an early hour to-morrow. The tug boat is about twenty-five feet long by nine wide, without any cover. In this small arrangement the engine and boiler are placed, the weight of which sinks the boat to within a few inches of the waters edge. In calm weather she runs very well, and averages ten miles per hour, but if the lake is the least rough she cannot run at all. This is often the case, and does much to cause the unpleasant delays for which this route is at present chiefly noted. The boats in tow are the ones used in the first expedition to Red River. They average from thirty to thirty-five feet in length by nine to twelve wide, without any covering or protection from the sun or rain. Previous to the tugs being placed here they were used as row boats.

JULY 11th.—Last night's rest was spoiled by an Indian pow-wow, which was kept up until near daybreak. There are lots of these people in this section, and throughout the whole route, in fact, we are in Indian territory, and the like of the music, noise and general pow-wow I have never before witnessed. At 5 a. m. we were called on board by a shrill whistle from the tug, which is starting with the same five open boats in tow. About ten o'clock when far out on the lake, rain, which we had been dreading all morning, now began to fall freely. Putting on our oil cloth coats

we endeavoured to keep dry as long as possible, but the rain continued until noon, and long before it ceased the bottom of our boat was covered with water, so that we had to stand in it. This made us still more uncomfortable. At mid-day the rain ceased, a strong wind taking its place, which drifted our little fleet considerably, and so endangered its being swamped that our captain made leeward of an island, where he anchored until the wind would abate. Here we had to remain two nights and one day.

JULY 13th.—This (Sunday) morning all is astir at daybreak. The wind has ceased and we are now for making a start. This is our seventh days travel since leaving Winnipeg, and we are not yet 150 miles away from it. At this rate when will we get to Toronto? One hours steaming brought us to Hungry Hall on Rainy River, where we had breakfast. On arriving here we met three boat loads of emigrants, who have rowed themselves this far down the river, and are now waiting for the tug to convey them across the lake. It is seventy-five miles from here to Fort Francis up a river in which the current runs at the rate of three miles an hour. The tug has returned to North-west Angle with the other emigrants, and we are to be rowed up the river by six Indians. We were four full days, going at the rate of two miles per hour, in making this journey. Twice we had to leave the boat to assist the Indians to tow it up the rapids by a rope from her to the shore. The country between Hungry Hall and Fort Francis is of a beautiful rich soil and large timber. On arriving in Fort Francis where the river issues from Rainy Lake, with a fall of twenty-five feet, we were well accommodated by the manager, Mr. Bruinell, and a Mr. Fowles, from Ottawa, who is building a grist and saw mill here. Fort Francis is now and has been a Hudson Bay Company's trading post for many years. It has quite a village like appearance, and from the appearance of the surrounding country, there is every reason to believe that it will always be an important post on this route. A side-wheel steamer 120 feet long with two decks is being built here, and will be running in three weeks. She is to ply on Lake of the Woods between North-west Angle and Hungry Hall, forty-five miles. Once this is completed the journey between the Angle and Fort Francis, will be made in one day with ease and comfort, which took us six days. The tug

which now runs on the lake, will tow up and down the river, connecting daily with the steamer at Hungry Hall. The rapids in the river at this (Fort Francis,) point, prevents the boats running through from the river to the lake. All baggage and merchandize have to be transhipped from the boats below the rapids, over a portage of a quarter of a mile in carts, to a large steamer which runs daily across Rainy Lake to Kettle Falls, fifty miles.

JULY 17th.—At 11 a. m. we started on board a side-wheel steamer 110 feet long, with two decks, across Rainy Lake. This steamer and the one now being built to run on Lake of the Woods are the only large ones on this route. We arrived at Kettle Falls about mid-day. Here there is a portage of 200 yards, over which goods are conveyed by oxen on a tramway. The sheds are small and anything but clean. Tents are provided for emigrants to sleep in. The tug by which we are to be taken across Nemenkan Lake thirty miles to Nequaquon Portage, has not arrived, but like all others, when enquired for, is expected during the evening. The remainder of the afternoon was spent in fishing.

JULY 18th.—We are at Kettle Falls up till noon, and yet no appearance of the tug. Shortly after mid-day there being a fair wind we started in one of the thirty foot boats, to row ourselves across to Nequaquon, thirty miles distant, where we arrived at 8 p. m. Here there is a portage of four miles, over which goods are conveyed in lumber waggons to Lake Lac Lacroy, across which they are conveyed by a tug to Island Portage, thirty miles distant. At Nequaquon we met thirty emigrants with two span of horses and a cow. The horses being the first to pass through to Manitoba by this route, are taken free of charge. The cow costs fifteen dollars. The men with the horses left Southampton, Ontario, six weeks ago, and have been travelling ever since. It will take them at least two weeks longer in getting through to Winnipeg.

JULY 19th.—At 3 p. m. the tug arrived with twenty more emigrants, and at 4 p. m. started on her return to Island Portage with us on board, where we arrived at 8 o'clock and remained over night. Here there is a portage of one-fourth mile across an island. Goods are conveyed on a tramway by oxen.

JULY 20th.—This Sunday morning we are to start and row ourselves up Maligne River, twelve miles, to Maligne station. As there is a swift current and several rapids in the river, it will take us most of the day to make the twelve miles. If we fail to make this distance to-day, it will cause a delay of four days in making connections at other points. We started at 8 a. m. and worked hard until 1.30 p. m., when we arrived at our destination. Here the sheds are commodious, neat and clean. The Government have built a dam across the river here for the purpose of raising the water in the adjoining lake. The Portage is about half a mile long. Goods are conveyed by a tramway.

JULY 21st.—Monday morning, we crossed Sturgeon Lake in an open boat rowed by Frenchmen, to Deaux Rivere, twenty-five miles distant, arriving at 11 o'clock. Here there is a portage of half a mile. The sheds are small. Goods are conveyed in lumber waggons. After dinner we crossed Pine Lake, a mile and a half, to Pine Portage, in a row boat, rowing ourselves, arriving at 1.30 p. m. The tug by which we are to cross the lake to French, eighteen miles distant, has not arrived. There being a fair wind we secured a boat and started on, rowing ourselves, at 3 p. m. and arrived in French at 7 p. m. Here there is a portage of two miles across which goods are conveyed on waggons, and passengers in covered stages.

JULY 22nd.—Leaving French at 3 p. m. we were towed across to Brien, eighteen miles, by a tug, in two hours. Here there is a portage of three-fourths of a mile, lumber wagon conveyance. Sheds are being put up. On arriving across the portage we found the tug in waiting, by which we are to be conveyed across to Barril, nine miles. We were two hours in making the trip, and arrived in Barril at nine o'clock p. m., where there is a portage of half a mile. The sheds are larger than the average. A large barge is being built to be towed by the tug between Brien and Barril. We met 25 emigrants at this station.

JULY 23rd.—The tug arrived at mid-day, towing a large barge loaded with freight, and after unloading started on her return across the Lac de Mille Lac, twenty-five miles, to the Height of Land Portage. The water west of this Height runs west towards

the Pacific, while those to the east run eastward to the Atlantic. Here there is a portage of one mile; goods are conveyed by a lumber waggon. The sheds are large, neat and clean.

JULY 24th.—At mid-day the tug arrived with a large barge in tow, loaded with freight. After unloading she started on her return to Kashbowe, nine miles, where there is a portage of three fourths of a mile. The sheds are very comfortable. The tug by which we are to be conveyed across Lake Shebandowan arrived during the evening, with a large barge in tow. Being late and raining the engineer refused to return until morning, but promised to have us across in time to catch the stage, which leaves there every morning at 7 a. m. for Thunder Bay.

JULY 25th—All is astir at 3 o'clock a. m., and we started on our way across the Shebandowan at 4.30. This is our last sailing on the Dawson Route, and all are glad of it. On account of the wood being wet, steam could not be kept up, and we did not arrive at Shebandowan station until 7.15, just in time to see the stage by which we should have gone on to the Bay, start out without us, when if it had waited ten minutes, we could have been aboard. This caused considerable strong language between some of our party and the station master, who acknowledged having seen the tug and heard her whistle for landing before the stage started. We kept matters pretty hot for the old man during the forenoon and finally succeeded at mid-day in getting a rig to take us on twenty miles, to Matiwan, where the stage is to put up for the night. We made the twenty miles easy by six o'clock p. m., catching the stage where we had expected. We remained at Matiwan over night, and started early next morning on board the stage for Prince Arthur's Landing; Thunder Bay, twenty-five miles, where we arrived early in the afternoon, during a pouring rain. This ends our journey by the far-famed Dawson Route from Winnipeg, Manitoba, to Thunder Bay, Ontario, a distance of 400 miles by water and 150 by land. We have been twenty full days on the journey, averaging twenty-seven and a half miles per day, and had we not worked ourselves over 100 miles of this we would have been at least another week in getting through. Many of the delays were caused by carelessness of the employees. Throughout

the route there are three men employed to do one man's work and still it is not done properly.

Parties going to Manitoba via this route will find the connections more certain, as the arrangements are made for carrying emigrants into the country, not for bringing them away. To emigrants going to Manitoba after the 15th of June, and not later than the last of September, having lots of time at their disposal, I would say take the Dawson Route. In all probability you will arrive in Winnipeg as soon as though you had gone by the Duluth and Moorhead route. The scenery is more interesting. The trouble of Bonding your goods is saved and you get through for less than half the money. For passenger and freight rates by this route see list on page 41. The route from Thunder Bay to Ontario and eastern Provinces is via the Lake Superior Mail Line of Steamers to Collingwood, on the Northern Railway, or to Sarnia, on the Grand Trunk Railway. From these points railway connections are made with all the principal cities and towns in the Dominion and throughout America.

Passenger fare and distances from Toronto, Ontario, to Winnipeg, Manitoba, via the Collingwood, Duluth, and Moorhead route :

Toronto to Collingwood.....	95 miles
Collingwood to Owen Sound.....	60 "
Owen Sound to Killarney.....	125 "
Killarney to Little Current	26 "
Little Current to Bruce Mines	111 "
Bruce Mines to Sault Ste. Marie.....	40 "
Sault Ste. Marie to Michipicoten.....	119 "
Michipicoten to Pic River.....	103 "
Pic River to Nipigon.....	107 "
Nipigon to Silver Islet.....	74 "
Silver Islet to Prince Arthur's Landing, Thunder Bay.....	22 "
Prince Arthur's Landing, Thunder Bay, to Duluth.....	202 "
Duluth to Moorhead.....	252 "
Moorehead to Winnipeg (by land).....	300 "

Fare from Toronto through to Fort Garry or Winnipeg, first-class.....	\$42 50
Do. do. second-class.....	24 00
Children between the ages of 4 and 12, half fare. 150 pounds of baggage free.	

Distances from Prince Arthur's Landing, Thunder Bay, to
Winnipeg, via the Dawson Transportation Route:

Prince Arthur's Landing to Lake Shebandowan.....	45 miles, overland in stages.
Shebandowan to Kashbowie	22 " by water, $\frac{3}{4}$ mile portage.
Kashbowie to Height of Land	9 " " 1 " "
Height of Land to Barril...	25 " " $\frac{1}{2}$ " "
Barril to Briene.....	9 " " $\frac{3}{4}$ " "
Briene to French.....	18 " " 2 " "
French to Pine.....	18 " " $\frac{1}{2}$ " "
Pine to Deaux Rivere.....	1 $\frac{1}{2}$ " " $\frac{1}{2}$ " "
Deaux Rivere to Maligne...	25 " " 1 $\frac{1}{2}$ " "
Maligne to Island Portage...	12 " " $\frac{1}{2}$ " "
Island Portage to Nequaquon	30 " " 4 " "
Nequaquon to Kettle Falls..	30 " " $\frac{1}{2}$ " "
Kettle Falls to Fort Francis	50 " " $\frac{1}{2}$ " "
Fort Francis to Hungry Hall	75 " " "
Hungry Hall to North West Angle, Lake of the Woods	75 " " "
North West Angle to Win- nipeg.....	110 " overland in stages.

Fare and Rate of Freight and Baggage:

From Toronto, via Cellingwood or Sarnia, to Prince Arthur's Landing, Thunder Bay, thence via the Dawson Transportation Route to Manitoba, the fare is \$15, all second-class. Children between the age of 4 and 12, half fare. 150 pounds baggage free. Extra baggage 35 cents per 100 lbs. Emigrants should take their own rations. Provisions will, however, be furnished at cost price, at any of the stopping places, where there are also emigrant sheds. Merchandise will be carried at the rate of \$2 per hundred lbs.

The above routes can only be used in the summer season, and till the ice sets in in the fall. There are several other routes to

Manitoba which are more convenient, but at the same time, more expensive. One route is from any point on the Lakes whence the steamboats start to Duluth, on the north-westerly shore of Lake Superior, thence by Northern Pacific Railway to Glynden, 242 miles distant. From this point a line of Railway branches northwardly, 152 miles, to Pembina, on the boundary line, the remainder of the distance to Fort Garry and Winnipeg being completed by stages, or steamboat on Red River.

Another route is by the Grand Trunk Railway from Toronto to Detroit, and thence by way of Chicago and St. Paul to Brack-
enridge on the Red River, where steamers run to Fort Garry in summer, some 500 miles distant, or if by land, taking the stage route from Brack-
enridge, 288 miles. This route costs through from Toronto, first-class, \$50 to \$60, according to the season, the fare being lower in summer than in winter.



CHAPTER IV.

DOMINION LANDS' ACT.

The following is a summary of the Dominion Lands Act :

An Act was passed last Session (35 Vic., cap. 23) amending and consolidating the Laws and Orders in Council respecting the public lands of the Dominion.

The administration and management is to be effected through a Branch of the Department of the Secretary of State of Canada, known as "*The Dominion Lands Office.*"

The surveys divide the lands into quadrilateral townships, containing 36 sections of one mile square in each, together with road allowances of one chain and fifty links in width, between all townships and sections.

Each section of 640 acres is divided into half sections of 320 acres, quarter sections of 160 acres, and half quarter sections of 80 acres. All townships and lots are rectangular. To facilitate the descriptions for Letters Patent of less than half a quarter section, the quarter sections composing every section in accordance with the boundaries of the same, as planted or placed in the original survey, shall be supposed to be divided into quarter quarter sections, or 40 acres. The area of any legal subdivision in Letters Patent shall be held to be more or less, and shall, in each case, be represented by the exact quantity as given to such subdivision in the original survey; provided that nothing in the Act shall be construed to prevent the lands upon the Red and Assinaboine Rivers, surrendered by the Indians to the late Earl of Selkirk, from being laid out in such manner as may be necessary in order to carry out the clause of the Act to prevent fractional sections or lands bordering on any rivers, lake, or other watercourse or public road from being divided : or such land from being laid out in lots

of any certain frontage or depth, in such manner as may appear desirable ; or to prevent the subdivision of sections or other legal subdivisions into wood lots; or from describing the said lands upon the Red and Assiniboine Rivers, or such subdivisions of wood lots, for patent, by numbers according to a plan of record, or by metes and bounds, or by both, as may seem expedient.

Unappropriated Dominion lands may at present be purchased at the rate of \$1 per acre ; but no purchase of more than a section or 640 acres, shall be made by the same person. Payments of purchases to be made in cash. The Secretary of State may, however, from time to time, reserve tracts of land, as he may deem expedient, for Town or Village plots, such lots to be sold either by private sale, and for such price as he may see fit, or at public auction. The Governor in Council may set apart lands for other public purposes, such as sites of market places, gaols, court houses, places of public worship, burying grounds, schools, benevolent institutions, and for other like public purposes.

Free grants of quarter sections, 160 acres, are made to any person who as the head of a family, or to any person not the head of a family who has attained the age of 21 years, on condition of three years' settlement, from the time of entering upon possession, provided the limitation of quantity shall not prevent the granting of a wood lot to the same person. When two or more persons have settled on and seek to obtain a title to the same land, the homestead right shall be in him who made the first settlement. If both have made improvements, a division of the land may be ordered in such manner as may preserve to the said parties their several improvements.

Questions as to the homestead right arising between different settlers shall be investigated by the Local Agent of the Division in which the land is situated, whose report shall be referred to the Secretary of State for decision.

Every person claiming a homestead right from actual settlement must file his application for such claims with the Local Agent, within 30 days after the date of such settlement, if in surveyed lands ; if in unsurveyed lands, within three months after such land shall have been surveyed.

No patent shall be granted for land till the expiration of three years from the time of entering into possession of it.

When both parents die, without having devised the land, and leave a child or children under age, it shall be lawful for the executors (if any) of the last surviving parent, or the guardian of such child or children, with the approval of a Judge of a Superior Court of the Province or Territory in which the lands lie, to sell the lands for the benefit of the infant or infants, but for no other purpose; and the purchaser in such case shall acquire the homestead right by such purchase, and on carrying out the unperformed conditions of the right, shall receive a patent for the land, upon payment of the office fees.

The title to lands shall remain in the Crown until the issue of the patent therefor, and such lands shall not be liable to be taken in execution before the issue of the patent.

If a settler voluntarily relinquishes his claim, or has been absent from the land entered by him for more than 6 months in any one year, then the right to such land shall be forfeited.

A patent may be obtained by any person before three years, on payment of price at the date of entry, and making proof of settlement and cultivation for not less than 12 months from date of entry.

All assignment and transfers of homestead rights before the issue of the patent shall be null and void, but shall be deemed evidence of abandonment of the right.

These provisions apply only to homesteads, and not to lands set apart as timber lands, or to those on which coal or minerals, at the time of entry, are known to exist.

GRAZING LANDS.

Unoccupied Dominion lands may be leased to neighboring settlers for grazing purposes; but such lease shall contain a condition making such land liable for settlement or for sale at any time during the term of such lease, without compensation, save by a proportionate deduction of rent, and a further condition by which,

on a notice of six months, the Secretary of State may cancel the lease at any time during the term.

Unoccupied Dominion lands will be leased to neighboring settlers for the purpose of cutting hay thereon, but not to the hindrance of the sale and settlement.

MINING LANDS.

As respects mining lands, no reservations of gold, silver, iron or copper or other mines or minerals will be inserted in any patent from the Crown, granting any portion of the Dominion lands. Any person may explore for mines or minerals on any of the Dominion public lands, surveyed or unsurveyed, and, subject to certain provisions, may purchase the same. As respects coal lands, they cannot be taken for homesteads.

TIMBER LANDS.

Provisions are made in the Act for disposing of the timber lands so as to benefit the greatest possible number of settlers, and to prevent any petty monopoly. In the subdivision of townships, consisting partly of prairie and partly of timber land, such of the sections as contain islands, belts, or other tracts of timber, shall be subdivided into such number of wood lots, of not less than ten and not more than twenty acres in each lot, as will afford one such wood lot to each quarter section prairie farm in such township.

The Local Agent, as settlers apply for homestead rights in a township, shall apportion to each quarter section one of the adjacent wood lots, which shall be a free gift in connection with such homestead, and in addition thereto.

Any homestead claimant who, previous to the issue of the patent, shall sell any of the timber on his claim, or on the wood lot appertaining to his claim, to saw-mill proprietors or to any other than settlers for their own private use, shall be guilty of a trespass and may be prosecuted therefor, and shall forfeit his claim absolutely.

The word *timber* includes all lumber, and all products of timber including firewood or bark.

The right of cutting timber shall be put up at a bonus per square mile, and vary according to the situation an value of the limit, and sold to the highest bidder by competition, either by tender or by public auction.

The purchaser shall receive a lease for 21 years, granting the right of cutting timber on the land, with the following conditions : To erect a saw mill or mills in connection with such limit or lease, of a capacity to cut at the rate of 1,000 feet broad measure in 24 hours, for every two and a half square mile of limits in the lease, or to establish such other manufactory of wooden goods, the equivalent of such mill or mills, and the lessee to work the limit within two years from the date thereof, and during each succeeding year of the term ;

To take from every tree he cuts down all the timber fit for use, and manufacture the same into sawn lumber or some other saleable product ;

To prevent all unnecessary destruction of growing timber on the part of his men, and to prevent the origin and spread of fires ;

To make monthly returns to Government of the quantities sold or disposed of—of all sawn lumber, timber, cordwood, bark, &c., and the price and value thereof ;

To pay, in addition to the bonus, an annual ground-rent of \$2 00 per square mile, and further, a royalty of 5 per cent. on his monthly account ;

To keep correct books, and submit the same for the inspection of the collector of dues whenever required.

The lease shall be subject to forfeiture for infraction of any of the conditions to which it is subject, or for any fraudulent return.

The lessee who faithfully carries out these conditions shall have the refusal of the same limits, if not required for settlement, for a further term not exceeding 21 years, on payment of the same amount of bonus per square mile as was paid originally, and on such lessee agreeing to such conditions, and to pay such other rates as may be determined on for such second term.

The standard measure used in the surveys of the Dominion is the English measure of length.

Dues to the Crown are to bear interest, and to be a lien on timber cut on limits. Such timber may be seized and sold in payment.

Any person cutting timber without authority on any Dominion lands, shall, in addition to the loss of his labour and disbursements forfeit a sum not exceeding \$3 for each tree he is proved to have cut down. Timber seized, as forfeited, shall be deemed to be condemned, in default of owner claiming it within one month.

FORM OF APPLICATION FOR A HOMESTEAD RIGHT.

I, of do hereby apply to be entered, under the provisions of the *Act respecting the Public Lands of the Dominion*, for quarter quarter sections number and forming part of section number of the Township of containing acres, for the purpose of securing a homestead right in respect thereof.

AFFIDAVIT IN SUPPORT OF CLAIM FOR HOMESTEAD RIGHT.

I, A.B., do solemnly swear (or affirm, as the case may be), that I am over 21 years of age, and that my application for leave to be entered for lands, with a view of securing a homestead right therein, is made for my exclusive use and benefit, and that the entry is made for the purpose of actual settlement.—So help me God.

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PROVINCE OF MANITOBA.

(The following are extracts from the Pamphlets published by the Dominion Government for the Information of Intending Emigrants.

GENERAL FEATURES.

Westwards, in the newly acquired North West Territory, is the recently created Province of Manitoba. It contains about 9,000,000 acres of land; but it is comparatively a speck on the map of the vast Territory out of which it has been formed. The soil, which is mostly prairie, and covered with grass, is a deep alluvial deposit of unsurpassed richness. It produces bountiful crops of cereals, grasses, roots and vegetables. So rich and inexhaustible is the soil, that wheat has been cropped off the same place for forty years without manure, and without showing signs of exhaustion. It is especially a wheat growing soil, and is believed to contain the most favorable conditions for the growth of this grain on the continent. Pumpkins, potatoes and roots of all sorts, grow to perfection. Strawberries, currants (red and black), raspberries, plums, cherries, blueberries, whortleberries, cranberries, (both bush and marsh), grow wild and in abundance. Flax is very luxuriant. The wild grasses of the country, which are very nutritious; are particularly favorable for stock raising of all sorts. Cattle can be fattened in Manitoba, and driven to St. Paul without loss of weight. There are large tracts of woods along the streams. The beet root grows in great abundance, but the saccharine qualities of the sugar beet have not yet been tested.

Manitoba is situated in the middle of the continent, nearly equally distant between the Pole and the Equator and the Atlantic and Pacific Oceans. Its climate gives conditions of decided heat in summer, and decided cold in winter. The snow goes away and ploughing begins in April, which is about the same time as in the older Provinces of Canada, and the Northern United States on the Atlantic Seaboard, and the North Western States of Minnesota

and Wisconsin. The crops are harvested in August. The long sunny days of summer bring vegetation of all sorts to rapid maturity. The days are warm and the nights cool. Autumn begins about the 20th September, and lasts till the end of November, when the regular frost sets in. The winter comprises the months of December, January, February and March. Spring comes in April. The Summer months are part of May, June, July, August, and part of September. In winter the thermometer sinks to thirty or forty degrees below zero ; but this degree of cold in the dry atmosphere of the North West does not produce any unpleasant sensations. The weather is not felt to be colder than that in the Province of Quebec, nor so cold as milder winters in climates where the frost, or even a less degree of cold than frost, is accompanied with dampness. The testimony is abundant, in fact universal, on this point.

Snow does not fall on the prairies to an average greater depth than eighteen inches, and buffaloes and horses graze out of doors all winter. They scratch the snow off the prairie grass on which they grow fat. Horned cattle graze out of doors part of the winter, but in some states of the weather they require to be brought in. Instances are, however, stated in which horned cattle graze out all winter.

Winnipeg, the capital of Manitoba, has not at present much more than the dimensions of a large village, but it is already beginning to receive an immigration, as well from the older Provinces of the Dominion as from the United States and Europe. It will probably, therefore, soon become a considerable town. Navigation is about to be opened between Red River and the Lead waters of the Saskatchewan, above Fort Edmonton, near the base of the Rocky Mountains, by steamboat, a distance of over a thousand miles, as the crow flies, through prairie land of unsurpassed richness. The route to Manitoba from Thunder Bay to Fort Garry has been very greatly improved, and the Canadian Government convey emigrants between these points for \$15. The weight of luggage which emigrants can carry over this route is, however, limited to 450 lbs. each, and no package must exceed 150 lbs. weight, for convenience of transport over the portages.

It is intended to have steamers on the navigable waters of this route, during the coming season of navigation.

By the United States route an emigrant may proceed by water to Duluth, and thence by the Northern Pacific Railway to Moorhead, a station on the Red River; whence there is steamboat navigation to Winnipeg.

There are other railway routes via St. Pauls, which afford facilities for travel to Manitoba.

A light buggy may be driven for a thousand miles in a straight line over the open prairie, adapted to the production of wheat, not only in the largest quantity to the acre, but of the best quality.

This tract of country east of the Rocky Mountains contains under the surface of its rich prairie land, one of the largest coal fields in the world, which in some places, crops out at the surface on the banks of the rivers. It is almost impossible to over-estimate the importance of this physical fact for the future of the Dominion. The rivers which run east from the Rocky Mountains are rich in gold deposits; and in fact mineral wealth of almost every kind is found in this territory.

PRODUCTIONS.

LETTER FROM UNITED STATES CONSUL.

The subjoined letter from Mr. James W. Taylor, the United States Consul at Manitoba, is copied from a Western United States newspaper. It is given here as the testimony of an American, in official position, for the information of his own people as to the capabilities and productions of Manitoba:—

“ U. S. CONSULATE,
“ WINNIPEG, B.N.A., Sept. 11, 1872. } ”

“SIR,—In response to your communication, requesting samples of the agricultural products of Manitoba for exhibition at the Minnesota State fair, I forward specimens of the wheat crop of 1871, a parcel of winter wheat harvested in 1872, some Indian corn and oats, and a few vegetables.

"The season here is fully two weeks later than in Minnesota. Your State Fair is earlier than usual, and the Manitoba crops are not yet threshed. A month later it will be convenient to send a full list of the grain and vegetables for the current year.

"I will add a few words of explanation in regard to the samples herewith forwarded.

"The wheat produced by John Flett, (one half bushel) was imported forty years since from England, where it was a fall or winter variety, but in course of its acclimation it has become a spring wheat, known as the English.

"It shows some signs of deterioration from constant cultivation on the same farms for nearly half a century, yet a parcel forwarded by me to the Department of Agriculture at Washington was so much esteemed that the Commissioner proposes to circulate a considerable quantity in the United States as 'Manitoba Spring Wheat.' Mr. Flett's farm is on the east bank of Red River, three miles north of Fort Garry.

"I send one-third bushel spring wheat from the farm of John Matheson, in Kildonan, (the Scotch parish), four miles north of Winnipeg, which is mainly the 'English.' A third variety of spring wheat may be termed 'Minnesota Spring,' the seed being sent by Mr. N. W. Kitson to Hon. James McKay, in the winter of 1868, one-and-a-quarter bushels of which in 1869 produced 44 bushels on one acre, and has since averaged 30 bushels per acre for field cultivation.

"You will notice a few heads of bearded wheat from the farm of John Matheson, second, of Kildonan. They are from a field of spring wheat in 1871, which bore a considerable crop this head, although left fallow.

"I also send some heads of the 'English Spring.'

"I invite your particular attention to the specimens of 'Fultz Winter,' grown in St. Boniface, by Mr. Jean Mayer, from seed furnished me by Mr. Fred. Watts, U. S. Commissioner of Agriculture. It was sown October 2, 1871, and harvested August 10, 1872. When the snow disappeared this spring the plants were

barely visible, but they came to great perfection, and the yield was at the extraordinary rate of 72 bushels per acre. Results signally remarkable attended the cultivation of the 'Fultz' wheat by Hon. James McKay, of St. James Parish, and Mr. John Matheson.

"Encouraged by these results, the U. S. Department of Agriculture are about to distribute through this Province a liberal supply of Tappahanock and Forzelle Winter Wheat and Winter Rye.

"I am gratified to observe that Commissioner Watts will attend and address the Minnesota State Fair. May I ask that you will personally communicate to him the thanks of the agriculturists of Manitoba for the distribution of new and valuable seeds in the Province.

"The new ears of corn sent are the squaw variety grown at the mission of Northern Minnesota. It only reaches the height of three feet, but is very prolific. This specimen was planted by Hugh Polson, of Kildonan, May 15th, and gathered September 4th.

"The sheaf of 'Fultz' winter wheat is sent to indicate the growth and appearance of the plant.

"I have no doubt that the productions of the districts far north of the line of your road will compare favorably with the results of agriculture in similar areas of North Europe.

"I am, Sir,

"Yours truly,

"JAMES W. TAYLOR."

LETTER FROM ARCHDEACON McLEAN.

This letter of Mr. Taylor was submitted by the Department of Agriculture to the Ven. Archdeacon McLean, on the occasion of a visit to Ottawa, in order to obtain his opinion, as a resident, as to the accuracy of the statements contained in it. He replied in the following letter:

“OTTAWA, 10th February, 1873.

JOHN LOWE, Esq.,

Secretary Department of Agriculture.

“SIR,—In reference to the letter of Jas. W. Taylor, Esq., U. S. Consul at Winnipeg, on the subject of Manitoba wheat, I beg to say that the statements contained in it relative to the average yield per acre, agree fully with the results of my own observation during nearly a seven years residence in Manitoba. There is no doubt at all that forty bushels of wheat per acre can be got in Manitoba, with ordinary care in farming. My observations have reference only to Spring wheat. I have not seen any efforts made to cultivate Fall wheat, although I know no reason why they should not be successful.

“With regard to ordinary kitchen vegetables, I do not think it possible to surpass the products of Manitoba.

“About the first week of October I attended an Agricultural show of the products of the Province, held at Fort Garry. I do not remember ever seeing so fine a display of vegetables anywhere. The potatoes, turnips, cabbages, beets, and onions, were of a size and apparent quality that indicated the very richest soil.

“Let me take the opportunity of reminding you that Manitoba is after all but a very small portion of the Great Fertile Belt of our Dominion.

“The Valley of the Upper Assinaboine with those of its affluents, the Rapid River or little Saskatchewan, the Shed River, the Swan, and other rivers—and the valley of the Saskatchewan—stretching westward to the Rocky Mountains, contains millions upon millions of acres of soil as rich as that of the best in Manitoba, with a magnificent climate, and every requisite for securing the health and material prosperity of a vast population.

“I can speak with as much certainty of the climate and soil of those portions of the Fertile Belt, that I have not seen, as of Manitoba, where I have lived for years.

“I have made it my business to converse with Missionaries,

Hudson Bay Officers, and natives of the country, who have lived for long periods in the various sections. I have carried on this practice for a series of years, taking notes of the conversations. I have compared from time to time one man's statement with that of another, and I am to-day thoroughly convinced that the Saskatchewan Valley is destined to be the great field for emigration.

"The land in the Saskatchewan valley is on the whole very similar to that of Red River, though not quite so level.

"The thermometer falls lower in winter, but as there is very seldom any high wind, the cold is not much felt.

"The severe frost pulverizes the ground, and renders it easily ploughed in spring.

"Wheat grows there in great perfection, and is ready to cut from the middle to the end of August.

"The risk of early frost is chiefly confined to the neighbourhood of swampy flats. In general there is but little risk on the high ground.

"The grasshoppers that from time to time visited Red River, have never yet done any serious damage in the Saskatchewan Valley. In 1866 they came to Carleton, but did not spread beyond fifteen miles east. The Red River Valley has been exposed to the grasshopper in common with the prairie lands of the United States. We have reason to believe that the liability will cease, or at least decrease very much, when a large section of the country is under cultivation.

"I remain, Sir,

"Yours truly,

"JOHN McLEAN, D.D., D.C.L.,

"Archdeacon of Manitoba."

STATEMENT OF MR. G. B. SPENCE.

The following are notes of an interview of Mr. G. B. Spence, Collector of Customs at Winnipeg, Manitoba, with the Hon. J. H. Pope, Minister of Agriculture, at his office, on the 11th February,

1873. They are given here as further evidence respecting the productions of the soil and climate of Manitoba :—

In answer to a question from the Minister, Mr. Spence said he had been in Manitoba since the 22nd December, 1870.

MINISTER—When does Spring begin there ?

MR. SPENCE—In 1871 the Spring opened about the 1st of April. The river is navigable about the 23rd of April. In 1872 the Spring set in somewhere about ten days later. The first steamer went down early in May.

Q. What time do farmers sow wheat there ?

A. They sow in April or May, from about the 15th or 20th of April to the 15th or 20th May. The Spring is shorter than it is here, and sets in without any breaks.

Q. What quantity of wheat do they raise to the acre ?

A. They raise from thirty to sixty-three bushels to the acre. Forty bushels is the average.

Q. What is the usual weight per bushel ?

A. Sixty-two lbs. I have been told by persons who have seen it, that wheat can be cultivated for forty years, continuously, without manure.

Q. What about oats and barley, and root crops ?

A. The barley sown there is very fine ; the oats not so good. Buckwheat has never been tried. Root crops are extraordinary. Cabbage and cauliflower grow almost of their own accord. Cabbages grow to a very large size. Potatoes and turnips are very fine, also mangolds. Sugar beet has never been grown, but some parties think of trying it. Tomatoes, if they were to take the same trouble as in this country, would answer well. Very little attention is paid to scientific farming. The grasses have not been thoroughly tested ; have seen small patches of timothy, which were very good. The wild grasses are very good for pasturage. There are what are called hay farms.

Q. Do farmers house their cattle ?

A. Hundreds of cattle are never housed, and they look far better than those you see come out of barns.

Q. Is the climate equal to that of Minnesota?

A. The climate is much the same.

Q. The soil?

A. Yes. The soil is believed to be better than that of Minnesota. I believe there is no country where the soil is equal to it.

Q. What time do they usually cut the grain?

A. At the latter part of July and beginning of August.

Q. What time does winter set in?

A. Winter usually sets in about the first of December, sometimes a little earlier. The snow lasts till the first of April.

Q. How many months could you plough in?

A. Five, if not six. Part of April, May, June, July, August, September, and part of October.

Q. As to the cold in Winter?

A. The air is drier than it is here, and the cold is not felt so much.

Q. What about Summer?

A. The greater part of the Summer is pretty hot. The thermometer ranges about ninety degrees; have seen it go up to ninety-six degrees. There is not much rain.

Q. Supposing you were a man without means and with a family, would you go there?

A. A man without means has a better chance there than he would have by going into bush land. Fuel is more accessible there than in the prairie. If you go back fifty or sixty miles you come timber lands.

The whole of this evidence is of the same character, and to precisely the same effect, as that taken by a Committee of the Senate in 1870; a summary of which was published in a sheet for the "Information of Intending Emigrants in 1872," a copy of which

may be obtained on application to Mr. Dixon, Dominion Emigration Agent, 11 Adam Street, Adelphi, W.C., London.

ANALYSIS OF SOIL BY A GERMAN CHEMIST.

The following is an analysis of the soil of the Province of Manitoba, by Professor V. Emmerling, Director of the Chemical Laboratory of the Agricultural Association of the University of Kiel, Holstein, Germany. This scientific analysis confirms in a remarkable manner the reports which have been received of the the great fertility of the soil of Manitoba.

(TRANSLATION OF LETTER TO SENATOR EMIL KLOTZ.)

“KIEL, 29th April, 1872.

“HON. SENATOR,

“The analysis of the Manitoba soil is now completed, and the result is in 100,000 parts :—

Potash.....	228.7
Sodium.....	33.8
Phosphoric Acid.....	69.4
Lime.....	682.6
Magnesia.....	16.1
Nitrogen.....	486.1

“Yours truly,

(Signed).

V. EMMERLING.

EXTRACT FROM LETTER OF SENATOR EMIL KLOTZ TO JACOB E. KLOTZ,
AGENT FOR THE DOMINION GOVERNMENT.

KIEL, 4th May, 1872.

“After considerable delay, I succeeded in obtaining the analysis of the Manitoba soil from Professor Emmerling, Director of the Chemical Laboratory of the Agricultural Association of this place, and hope it may be of service to you. Annexed I give you our analysis of the most productive soil in Holstein, whereby you will see how exceedingly rich the productive qualities of the Mani-

toba soil are, and which fully explains the fact that the land in Manitoba is so very fertile, even without manure.

"The chief nutrients are, first, nitrogen, then potash and phosphoric acid, which predominates there; but what is of particular importance is the lime contained in the soil, whereby the nitrogen is set free, and ready to be absorbed in vegetable organisms. The latter property is defective in many soils, and when it is found defective, recourse must be had to artificial means by putting lime or marl (a clay which contains much lime) upon the same.

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

ANALYSIS OF THE HOLSTEIN SOIL AND MANITOBA SOIL COMPARED.

	Holstein Soil.	Excess of properties of Manitoba Soil.
Potash.....	30	198.7
Sodium.....	20	13.8
Phosphoric Acid.....	40	29.4
Lime.....	140	552.6
Magnesia.....	10	6.1
Nitrogen.....	40	446.1

(Signed), **EMIL KLOTZ.**

To J. E. KLOTZ, Esq.,
Agent for Dominion of Canada,
Kiel.

COST OF TRANSPORT TO MANITOBA.

By order in Council, dated January 23rd, 1873, the fare for emigrants from Fort William to Fort Garry has reduced to \$10 for adults; children under 12 years, half-price. The fare from Toronto to Fort William is \$5 for emigrants. Each emigrant is allowed to carry 150 lbs. of luggage free. Extra Luggage, 35 cents per 100 lbs.

Emigrants should take their own rations. Provisions will, however, be furnished at cost price, at Shebandowan, Fort Francis, and the North-West Angle of Lake of the Woods.

Merchandise will be carried, after June 20th, 1873, over this route, from Prince Arthur's Landing to the North-West Angle of the Lake of the Woods, for \$40 per ton of 2,000 pounds.

Each piece or package to be of convenient size, not exceeding 300 lbs. in weight, and to be firmly bound or fastened.

Horses, oxen, waggons, and heavy articles, such as castings and machinery, can be sent through to the some point, on giving due notice and making special arrangements for the conveyance of the same.

No wines or spirituous liquors will be taken over the route from Prince Arthur's Landing.

The route is from Toronto by the Northern Railway to Collingwood, and thence by steamer to Prince Arthur's Landing, Thunder Bay, which takes about three days and a half. On arriving at Thunder Bay, an emigrant reception house is to be found.

From Prince Arthur's Landing, a Government Stage runs over a splendid road, 45 miles to Lake Shebandowan, with stopping places every 10 miles for meals,

The journey by water now commences, which is easy and comfortable, by means of a small steamer on each lake. At the portages dividing the lakes, houses are erected for the comfort of immigrants.

Bare Portage or Kettle Falls, are next reached, and then Rainy Lake, where a large steamer, 100 feet long, conveys passengers and freight to Fort Francis, where another steamer conveys them down Rainy River and across the Lake of the Woods, terminating at the North-West Angle.

Then comes a land journey of 93 miles, by stage or team, with resting places in government houses at Brick River, White Mud River, and Oak Point, about 30 miles from Fort Garry.

On arrival at the latter place, a large government house will be found with sufficient accommodation, where the emigrant can remain until he settles his business or finds employment.

The distances travelled are 96 miles by rail to Collingwood, 532 by steamer to Prince Arthur's Landing, 45 miles by stage or waggon to Lake Shebandowan, 310 miles of broken navigation to the North-West Angle of the Lake of the Woods, and 95 miles stage or waggon to Fort Garry, the whole of which can be accomplished in about 14 days from Thunder Bay, by government transport, for the sum of \$10, with an additional \$5 for provisions for consumption on the way.

Those who have passed over the route speak highly of its facilities and the comfort they experienced on the journey.



