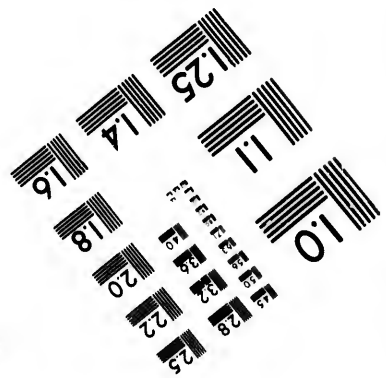
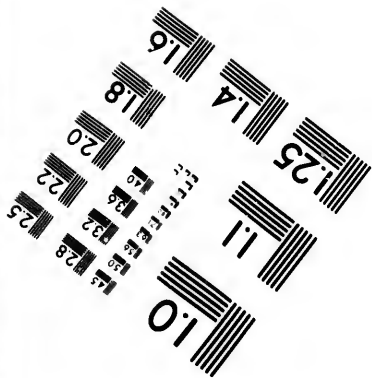
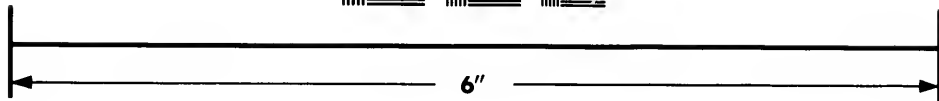
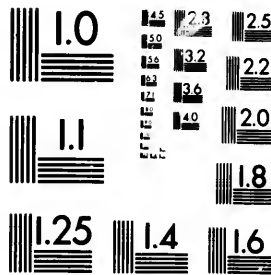


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

1.3 1.8  
1.6 2.0  
2.2 2.5  
2.8 3.2  
3.6 4.0  
4.5 5.0

**CIHM/ICMH  
Microfiche  
Series.**

**CIHM/ICMH  
Collection de  
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

10

**© 1982**

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/  
Couverture de couleur
- Covers damaged/  
Couverture endommagée
- Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- Cover title missing/  
Le titre de couverture manque
- Coloured maps/  
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- Bound with other material/  
Relié avec d'autres documents
- Tight binding may cause shadows or distortion  
along interior margin/  
La reliure serrée peut causer de l'ombre ou de la  
distortion le long de la marge intérieure
- Blank leaves added during restoration may  
appear within the text. Whenever possible, these  
have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées  
lors d'une restauration apparaissent dans le texte,  
mais, lorsque cela était possible, ces pages n'ont  
pas été filmées.
- Additional comments:/  
Commentaires supplémentaires:

- Coloured pages/  
Pages de couleur
- Pages damaged/  
Pages endommagées
- Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- Pages detached/  
Pages détachées
- Showthrough/  
Transparence
- Quality of print varies/  
Qualité inégale de l'impression
- Includes supplementary material/  
Comprend du matériel supplémentaire
- Only edition available/  
Seule édition disponible
- Pages wholly or partially obscured by errata  
slips, tissues, etc., have been refilmed to  
ensure the best possible image/  
Les pages totalement ou partiellement  
obscurcies par un feuillet d'errata, une pelure,  
etc., ont été filmées à nouveau de façon à  
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The copy filmed here has been reproduced thanks to the generosity of:

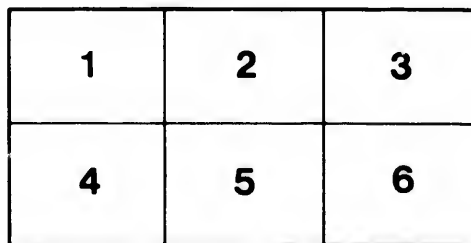
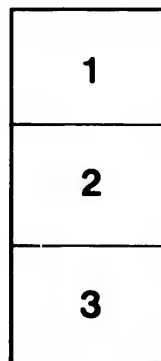
Library Division,  
Provincial Archives of British Columbia

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Library Division  
Provincial Archives of British Columbia

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

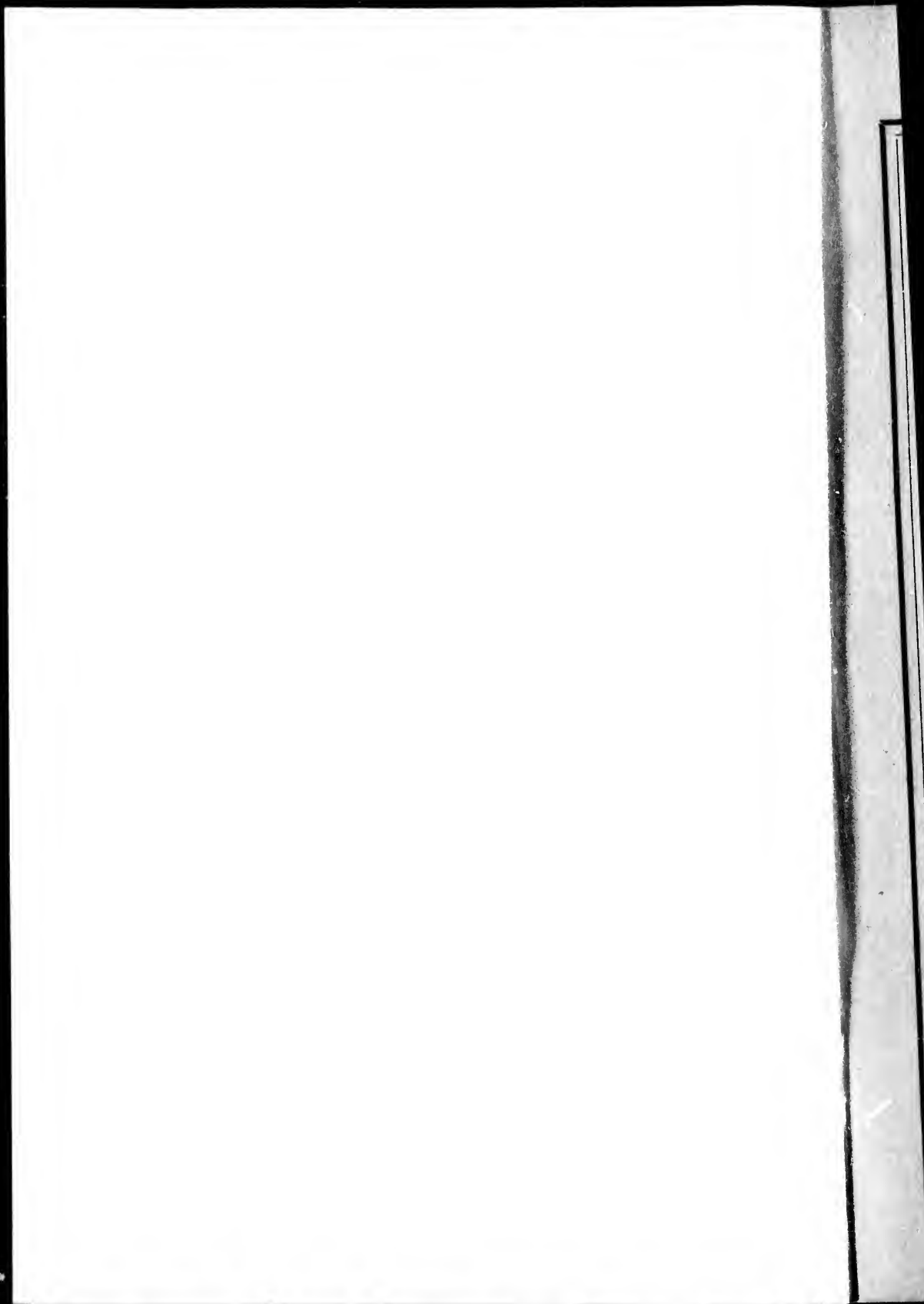
Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

ails  
du  
difier  
une  
page

rata  
b  
elure,  
à



(10)

THE WINNIPEG

— AND —

# HUDSON BAY RAILWAY

---

Forming, with Hudson Bay and Strait, a New Trade  
Route between America and Europe.

---

**The Most Important Railway Enterprise of the Age.**

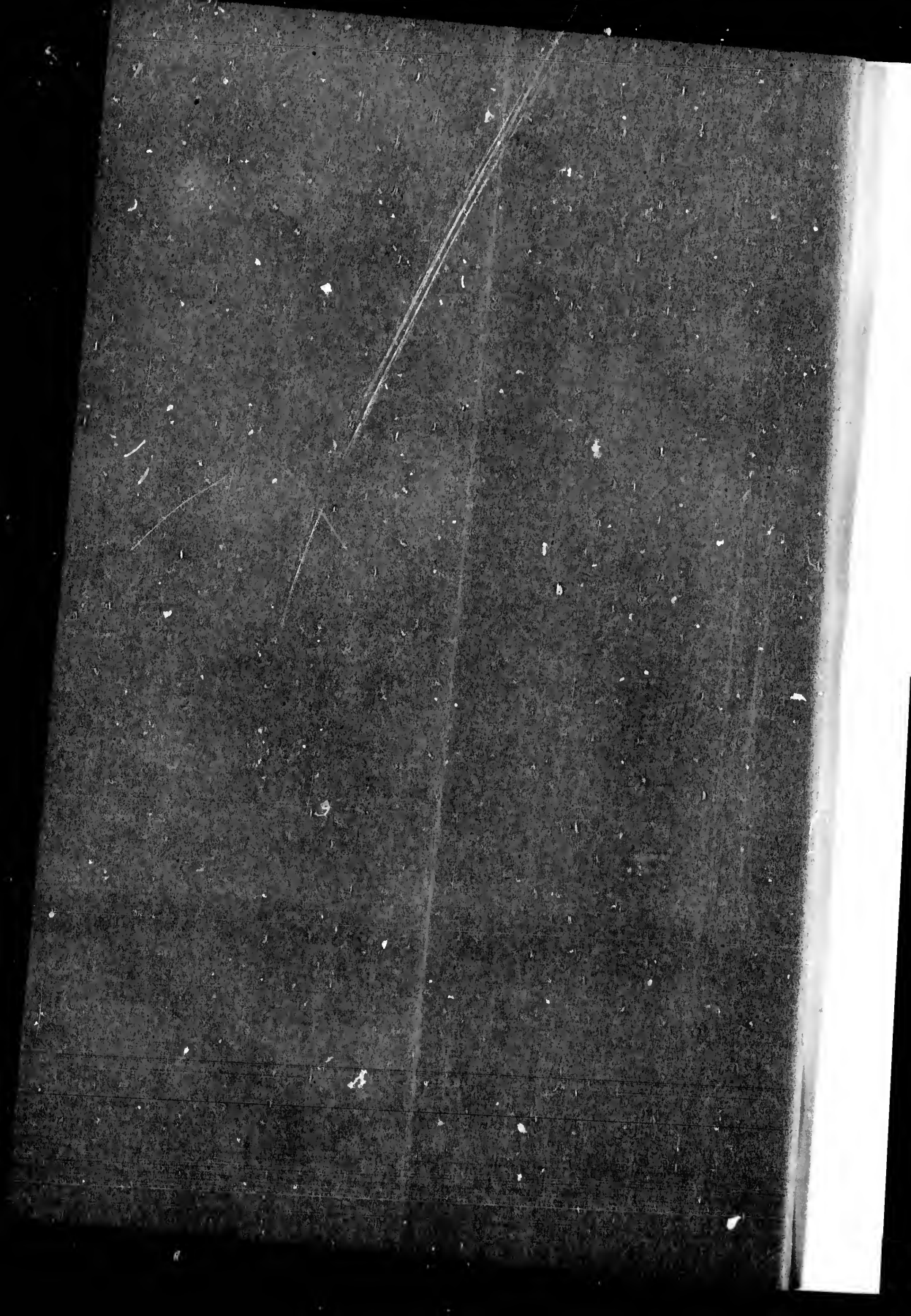
**A SAVING OF 1,000 TO 1,500 MILES OF  
RAILWAY CARRIAGE.**

---

WINNIPEG :

MANITOBA FREE PRESS PRINT.

1897.



THE WINNIPEG

— AND —

# HUDSON BAY RAILWAY

Forming, with Hudson Bay and Strait, a New Trade  
Route between America and Europe.

The Most Important Railway Enterprise of the Age.

A SAVING OF 1,000 TO 1,500 MILES OF  
RAILWAY CARRIAGE.

WINNIPEG :

MANITOBA FREE PRESS PRINT.

1887.



Ncep  
772-1  
W776

**General Officers,**

**WINNIPEG & HUDSON BAY RAILWAY:**

**HUGH SUTHERLAND, PRESIDENT.**

**D. J. BEATON, SECRETARY.**

**E. P. LEACOCK, LAND COMMISSIONER.**



**HEAD OFFICES: WINNIPEG, MANITOBA.**

# THE WINNIPEG & HUDSON BAY RAILWAY,

FORMING, WITH HUDSON BAY AND STRAIT,

## A NEW TRADE ROUTE

BETWEEN NORTHWEST AMERICA AND EUROPE.

---

### NEW OUTLET NEEDED.

The Province of Manitoba and the Northwest Territories of Canada lie far to the west of the Atlantic seaboard. A railway journey of 1425 miles from Montreal, the nearest seaport, is necessary before reaching Winnipeg, which is situated at the extreme eastern limit of the Fertile Belt of the Northwest. It is 1781 miles by the shortest present railway route from Montreal to Regina, the capital of the Northwest Territories, and the centre of the wheat-growing region. There is an average of 2,000 miles and more from Montreal to the cattle ranches of the Northwest.

These distances are very great, and the cost of transportation of the products of that country is so heavy that but little margin is left to the producer. The natural and inevitable consequence of this enormous handicap has been to very seriously retard the development of a country vast in extent and exceedingly rich in the resources of its soil and grazing lands.

Some other outlet, shorter, cheaper, and more expeditious, had to be provided in order to ensure that measure of prosperity which the other natural conditions of the country so liberally promise. Lying immediately to the north, and within a few hundred miles of the principal centres of trade and population, is Hudson Bay, projecting far into the interior, as if to invite the commerce of the whole of that region. A port at the mouth of Nelson River would be nearer to Liverpool than is Montreal or New York, and a route by way of Hudson Bay and Strait would thus bring the entire Northwest from 1000 to 1500 miles nearer the seaboard than it is at present, and place it at an equal advantage in respect to European markets with the Eastern Provinces of the Dominion, and with the middle and northern States of the adjoining Republic. A railway to Hudson Bay and a steamship line thence to England were accordingly determined on.

#### INCORPORATION.

The Canadian Government granted a charter to the Winnipeg and Hudson Bay Railway Company to build a line of railway from Winnipeg to a port on Hudson Bay, and also a branch from the crossing of the Saskatchewan river to a point on the Canadian Pacific Railway at or near Regina, thus making a system in the form of a Y, with one of its southern termini in the heart of the wheat-growing region, and the other at the commercial metropolis of the Northwest. To aid in carrying out the enterprise Parliament voted a subsidy of \$480,000 acres of land adjacent to the railway, and gave the company such powers as to make its charter the most liberal in the Dominion.

#### AIDING THE ENTERPRISE.

So necessary to the development of the Northwest is the enterprise regarded that the Manitoba Legislature at its last session passed an Act guaranteeing interest at the rate of four per cent per annum on \$4,500,000 of the bonds of the Company for twenty-five years, that being the estimated amount required to build and equip that portion of the line situated within the province. This substantial aid to the undertaking was voted with the purpose of enabling the Company to commence the scheme at once and thus secure the early completion of the railway.

The Governor and Council of the Northwest Territories, the Winnipeg City Council and Board of Trade, the Manitoba Farmers' Union, the Fargo (Dak.) Chamber of Commerce, the Farmers' Convention of Minnesota, and public meetings in the leading towns and municipalities of Manitoba, the Red River valley of Minnesota and Dakota, and of the citizens of Helena, Montana, have, by resolutions and otherwise, expressed confidence in the enterprise, and urged its early completion.

#### SAVINGS IN DISTANCES.

Port Nelson, the terminus of the railway on Hudson Bay, is 2966 miles from Liverpool, Montreal 2990, and New York 3100—these distances being practically identical. But the saving in railway carriage is very great. From Regina, the terminus of the western branch of the railway, to New York, by the present shortest route, is 2135 miles; to Montreal, 1781 miles, and to port Nelson only 700 miles, showing a saving by the Hudson Bay route over New York of 1435 miles and over Montreal of 1081 miles. The saving from

Winnipeg is correspondingly great. It is this advantage which has caused so great and general a demand for the development of the new route, and which will command for it the carrying trade intended for European ports. It will revolutionize the trade of the whole vast interior of the continent as certainly and completely as the Suez Canal has revolutionized the trade with the East.

#### SOURCES OF TRAFFIC.

*Wheat.*—A large traffic already awaits the completion of the railway. Several years ago the Minister of Agriculture in the Manitoba Government organized a system of crop reports for the Province, the condition and estimates being published in official bulletin form at four different periods of the season. Experience has shown that these reports are entirely reliable. The second bulletin for the harvest of 1887 has been published, and an estimate of the wheat yield based on the reports from all the townships of the Province shows that there will be an export surplus production of upwards of 8,000,000 bushels. The increase in the western territories will be correspondingly large. These reports also show that the annual increase in the acreage sown during the past four years averages about 12 per cent. With the stimulus to production caused by the cheaper outlet to the world's markets, which will be afforded by the Hudson Bay Railway, and the consequent rise in prices, it is expected that the surplus production of Manitoba alone will soon exceed 4,000,000 quarters.

*Cattle.*—The cattle industry of the Northwest has already assumed large dimensions; and now that the grazing lands of the United States territories are about exhausted, and the cattlemen of that country are turning their attention to the more fertile and almost limitless regions of north-western Canada, the development of that industry will no doubt be largely accelerated. Several herds have been already driven across the boundary line, and at the present writing the Powder River Company of Wyoming are driving over a herd of 40,000 head, having secured the lease of a large tract of grazing lands from the Canadian Government. In a short time the export of cattle from these ranches will reach large proportions, and the great advantage in distance, time, and cost will throw nearly the whole of this traffic to the Hudson Bay Railway. These two important items of traffic will be certain to seek the new route, as it will offer a saving of 6d. per bushel of wheat, and nearly £3 per head of cattle in transportation.

*Local Traffic.*—The production of oats, barley, hay, potatoes and other farm produce is already large and yearly increasing. Prosperous settlements extend along the route to Fairford and beyond, offering a lucrative local traffic in these products as soon as the railway is completed to that point. No part of the North-west offers as many advantages for mixed farming, or will be so speedily and generally developed, as that lying along the line of railway from Winnipeg to the crossing of the Saskatchewan river.

*United States Tribute.*—From their geographical position, Minnesota, Dakota, Wyoming, Montana, and other western territories of the United States will necessarily be tributary to this route, as it will offer them the same advantages and to the like extent as to the Canadian possessions. The farmers and cattle-men of those districts recognize this, and are anxious for the completion of the railway.

*Red River Valley.*—Upwards of 20,000,000 bushels of wheat are produced annually in the Red River Valley of Minnesota and Dakota, over 80 per cent of which is exported. Much of the land in this valley is yet unoccupied. The Red River flows northward towards Hudson Bay, and is navigated by the largest river steamers from Winnipeg to Fargo, on the Northern Pacific Railway, a distance of 580 miles. Nearly the whole of this surplus wheat would seek the new route as the shortest and cheapest, the saving in carriage representing the increase in price to the producer, as well as operating as a stimulus to increased production.

*United States Ranches.*—The cattle ranches of Montana and Wyoming will also supply traffic for this route. This trade is now being done over the Canadian Pacific and Northern Pacific Railways, the cattle being consigned to Chicago, New York, and Montreal. Owing to the advantages in time and distance, and the greater healthfulness of the northern route, it is quite certain that a large proportion of this trade will be diverted to the new line.

*Wheat Product.*—Competent and entirely reliable authorities estimate that the wheat surplus for export from the regions tributary to the Hudson Bay Railway will, within five years of its completion, reach the enormous total of from six to eight millions of quarters. The proportion of this traffic which will seek its outlet by the new route will be large enough in itself to tax the resources of any one line to

move. To this will be added the traffic in cattle, an industry capable of immense development in the regions named.

*Immigration.*—A more direct and cheaper route for European immigrants to the Canadian Northwest is urgently needed. Many of those who left their old homes in past years with the purpose of trying their fortunes in that new country of "illimitable possibilities," as Lord Dufferin happily described it, drifted to the United States. This was almost inevitable from the mixed route which had for so many years afforded the only means of access to that country. The loss to the Empire in wealth and population which has been occasioned in this way will be checked as soon as the new route is opened up, and immigrants are thereby permitted direct access to the country, without being exposed to the allurements of foreign land agents. The benefits which will result in this way are so apparent that the Government will, no doubt, give every encouragement to the use of this route as a means to the settlement of the country.

*Rivers.*—Among the principal rivers of the Northwest are the Red, the Assiniboine, and the Saskatchewan, all emptying into Hudson Bay through the Nelson. The two former are navigable for 600 miles each and upwards, and the Saskatchewan and its branches for 1,500 miles. In the valleys of these rivers the land is exceptionally fertile, and much of it is already taken up and occupied by enterprising and prosperous settlers. The more important cities and towns which have grown up along their banks are: Fargo, Moorhead, Grandin, Grand Forks, Crookston and St. Vincent, in the United States, and Emerson, Winnipeg, Selkirk, Portage la Prairie, Brandon, Fort Ellice, Carleton, Prince Albert, Medicine Hat, Battleford and Edmonton, in Canada. The trade of these towns and the produce of thousands of miles of the richest valley lands will find their outlet through Hudson Bay. Along the Saskatchewan are extensive and valuable coal deposits, easily worked and affording an immediate traffic for the railway in supplying the settlements already formed between Winnipeg and Grand Rapids, at the crossing of the Saskatchewan.

*Minerals.*—The coast regions of the Bay and Strait are known to be rich in minerals. Dr. Bell, F. R. S., Assistant Director of the Canadian Geological Survey, whose explorations have covered a period of eight years, reports having discovered large deposits of various iron ores, galena, gypsum, asbestos, and mica, as well as promising traces of gold, silver,

copper and other minerals. In his report for 1885, Lieut. Gordon, R. N., commanding the Canadian Government expeditions to Hudson Bay, expresses the conviction that with railway communication with the Bay these mines will be speedily and extensively developed.

*Timber.*—North of the Saskatchewan the railway will run through a heavily timbered district, which will be of great value in supplying the necessities of the prairie region. The country around the head of James' Bay is also heavily wooded, a large proportion of the timber being pine of excellent quality, easily accessible and convenient for manufacture and shipment to Europe.

*Fisheries.*—The waters of the Bay and Strait abound with salmon, cod, seal, porpoise, whale and walrus. The Hudson Bay Company already do a large trade in salmon, porpoise and walrus, and for half a century New England vessels have annually visited the Bay for whales. The development of these valuable industries, however, is but yet in its infancy, and a source of such certain wealth to enterprising traders is not likely to remain neglected, once railway communication is established. The white fish trade of Lakes Winnipeg and Manitoba promises to be very large, regular shipments being made as far east as Chicago, Buffalo and New York, and south to the cities of the Mississippi Valley. Notwithstanding the present difficulties in reaching market, the quantity exported in 1886 amounted to 1,509,149 pounds.

#### THE QUESTION OF NAVIGATION.

The period during which Hudson Strait is open for navigation each year is a question that may now be considered as satisfactorily solved. The House of Commons of Canada and the Legislative Assembly of Manitoba have collected a mass of evidence bearing on the subject, the testimony varying as to the period of navigation, from four to six months. No one places it at a less period than four months for steamships, and the preponderance of evidence is in favor of from five to six months.

The following is a brief statement of some of the evidence taken :—

Dr. Bell, of the Canadian Geological Survey, who has made five voyages through the Strait: Navigable from middle of June to middle of November.

Capt. Jacob Tabor, a New Bedford whaler: From first of July to first of November.

Capt. St. Clair, New Bedford whaler: From first July to middle of November.

Capt. Clisby, of New London, Conn., who has had fourteen years' experience in those waters: Four months, and often five.

Capt. Wm. Kennedy, who commanded an expedition in search of the remains of Sir John Franklin, and who has had eight years' experience of the Strait: From June to November.

Mr. W. A. Archibald, for many years in the service of the Hudson Bay Company at Moose Factory: From June to December.

Capt. Wm. Hackland, in the H. B. Company's service for 39 years: Strait never freezes; no reason why steamships should not navigate it any time.

The Canadian Government sent three expeditions to the Strait and Bay—1884-85-86—under command of Lieut. Gordon, in all of whose reports the period of free navigation of the Strait is placed at four months.

Capt. J. J. Barry, the first officer in each of the expeditions, and an experienced Newfoundland sealer, thinks ocean steamships can enter as early as June, and can certainly come out as late as December.

Mr. W. A. Ashe, Superintendent of the Quebec Observatory, the officer of the expedition in charge of the station on the north coast of the Strait from August, 1884, to September, 1885, says the Strait is navigable for from four and a half to six and a half months, varying according to the class of the ship.

Mr. C. R. Tuttle, secretary of the first year's expedition, places the period of navigation at eight months. In his interesting volume on the voyage, "Our North Land," he quotes Capt. Sopp, the sailing master, as saying: "I would sooner navigate Hudson Strait than the English Channel."

Mr. Wm. Skynner, an officer who accompanied the three expeditions, thinks the Strait can be navigated from June to December.

Mr. D. J. Beaton, who made the round voyage with the expedition of 1885, reported that the Strait was navigable from May to December.



Capt. Markham, R. N., an experienced Arctic navigator, accompanied the expedition of 1886. He reports: "I believe the Strait will be found navigable for at least four months every year, and probably often for five or more. There will, I have no doubt, be many years when navigation can be carried out safely and surely from the first of June until the end of November."

Capt. John Macpherson, of Stepney, London, as first officer and captain in the service of the Hudson Bay Company, made voyages from London and Stromness to Hudson Bay, and return, annually for twenty years. He writes: "There is no reason why steamships could not make the passage (of the Strait) as early as the first of June, and come out as late as the middle of November."

The Bay is open all the year round. It is described by Lieut. Gordon as "a vast basin of comparatively warm water," and by Dr. Bell as "very tranquil and wholly free from storms." In his evidence before the Committee of the House of Commons, the latter stated that he found the mean summer temperature of the water of the bay  $53^{\circ}$  Farenheit, while that of Lake Superior was  $39.5^{\circ}$  during the same season.

#### GOVERNMENT LANDS.

The land policy of the Canadian Government is extremely liberal, every head of a family and every male person eighteen years of age and upwards being entitled to a free homestead of 160 acres, on easy terms of settlement, and pre-emption of an additional 160 acres at 10s. per acre. The soil is the richest in the world. All kinds of grains and vegetables grow with a luxuriance not equalled elsewhere without abundant and expensive artificial aids. With the advantage and encouragement of the new trade route there is no doubt that immigration will largely increase.

Lord Dufferin, the Marquis of Lorne, and other distinguished gentlemen who have visited the Northwest have expressed the belief that the country is capable of supporting, in comfortable independence, an agricultural population of fifteen or twenty millions. It is destined, and before many decades, to approach that number, for no other country in the world at present offers, or can offer, as great and many advantages to the European emigrant seeking a new and better home. The immigration this year is largely in excess of that for many years past, and the conditions point to a steady and permanent maintenance of that increase.

RAILWAY LANDS.

The completion of the Winnipeg and Hudson Bay Railway will render available for immediate settlement nearly seven million acres of fertile land on, perhaps, more advantageous conditions than free homesteads from the Government. Proximity to a railway is an unquestionable advantage in any agricultural country; it is considered peculiarly so on the prairie, where farming operations are conducted on a more than usually large scale, and with the most vigilant regard for economy of time. The intelligent and enterprising settler in a prairie country will prefer to pay 8s. or 10s. an acre for a farm within convenient reach of a railway than to accept one as a gift from the Government situated a day's drive away. These lands will therefore come into active demand as soon as they are thrown open to settlement.

One hundred miles of the railway will be completed and in operation before the close of the current year, from Winnipeg nearly to Fairford, on the little Saskatchewan, and running through the most desirable tract of land in the Northwest for mixed farming. Thriving settlements extend all along the route. The lands given in aid of the railway are, by Order-in-Council, apportioned in alternate townships of 36 sections, instead of alternate sections only—a concession made to no other railway in Canada. This will facilitate settlement, as the privilege of selecting adjoining lots will encourage colonizing companies who desire to group themselves in compact communities.

GREATNESS OF THE NORTHWEST.

From the Report of a Select Committee of the Senate of Canada, on the Natural Food Products of the Northwest Territories, Session 1887:—

“Your Committee cannot conclude this Report without expressing to this Honorable House their sense of the great value of these Northwest Territories to the Dominion of Canada, and from the evidence taken, which incidentally extends beyond the scope of your instructions, they are forced to the conclusion that nowhere has Nature showered blessings with a more bountiful hand than in the Canadian Northwest. About 600,000 square miles of arable and pastoral land seem prepared by the hand of God for the homes of civilized men. No rock or stump prevents the immediate cultivation of the soil, while beneath the surface are vast stores of fuel from former forests, side by side with extensive deposits of iron

ore. A region which, situated as it is on the highest table-land of this continent, enjoys equality of mean temperature, freedom from many forms of epidemic and malarial disease, and immunity from the cyclones which have become, from their frequency, the terror of the inhabitants of less elevated regions south of our border; navigable rivers traverse its length, and a great and growing system of railways carries its produce to the shores of the Atlantic and Pacific. It is a land of interest and profit to the tourist, the angler and the hunter. Great waterways drain it to the Pacific, to the Atlantic, to Hudson Bay and the Arctic Sea; in its bosom is found coal, gold, silver, iron, copper, salt, sulphur, petroleum, asphaltum, and most of the granites, marbles, clays, lime and sandstones, which are of constructive use, while on and near its surface amber and some of the precious stones have been found. The well known climatic law "that the nearer we approach the limit of possible cultivation of all cereal plants the greater will be the yield and the finer the quality," also ordains that the frost of winter, accompanied as it is by an absence of moisture, and by light snowfall, shall make it pleasant and healthful for man, while aiding him in his work by its deep penetration, pulverizing the soil as it thaws, and giving gradually back to the upper crust the imprisoned moisture.

"Your Committee are of opinion that the Northwest Territories will produce all of the necessaries and many of the luxuries of civilized life, and that \* \* \* this great region, a kingdom in extent, in resources, and in undeveloped wealth, is fitted for the prosperous and happy homes of many millions of men of all races, who will acknowledge with us the sway of the British Crown."

#### GROWTH OF THE NORTHWEST.

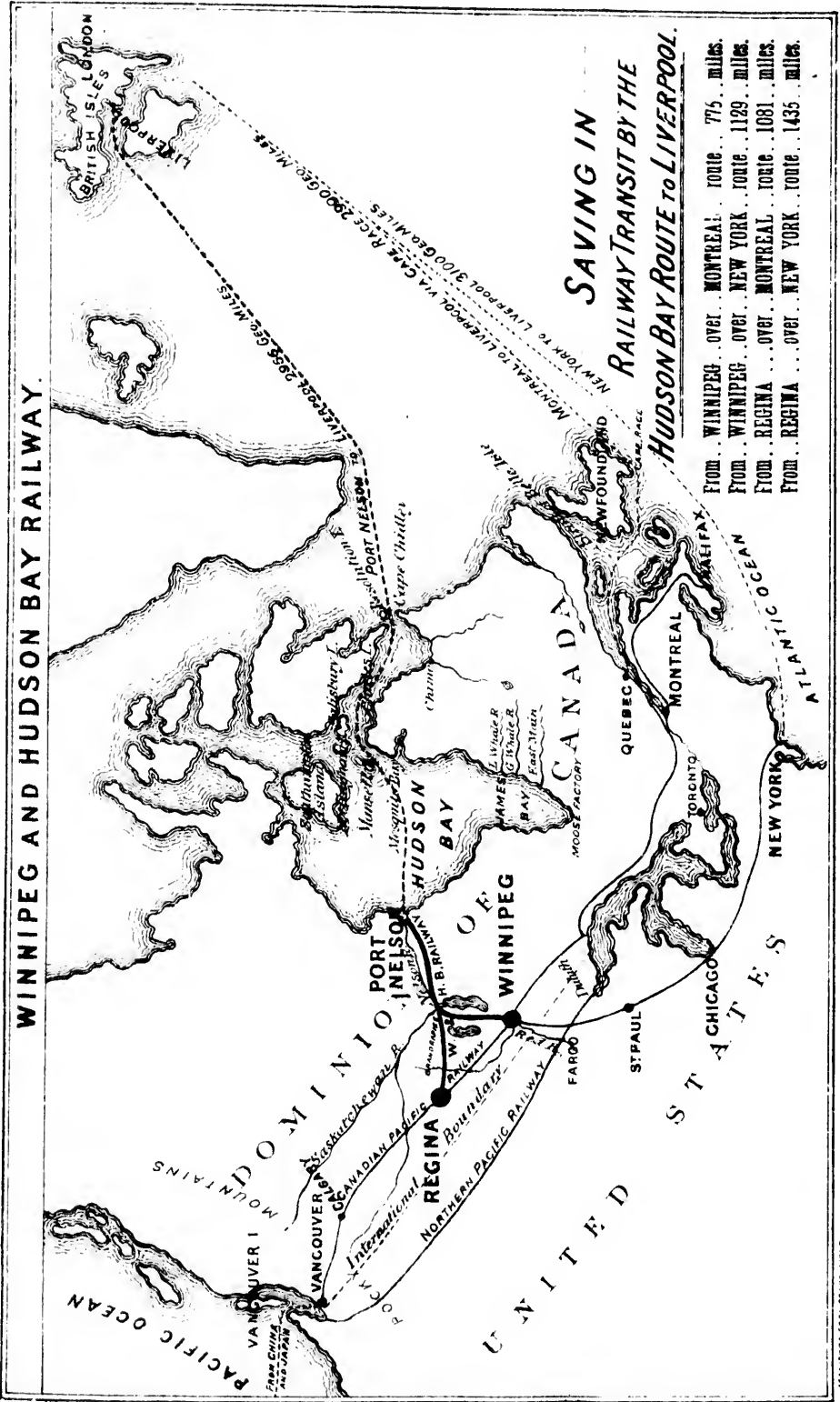
"Half a generation ago, Winnipeg, the flourishing capital of the Northwest, was a mere outpost in the wilderness, only to be reached by a laborious advance through the trackless forests and almost unexplored waters. Now it is a great city, full of activity and enterprise, from which no less than seven railways radiate. The growth of Chicago itself was not more rapid in the corresponding period of its existence."—*London Times*.

The substantial growth of Manitoba has kept pace with that of Winnipeg. Great as both have been, it is no marvel to those who know the country. Soil and climate unite in making it naturally great, and those qualities will secure for it, in spite of prejudice or ignorance, a population of enterprising, contented, and prosperous people.

t table-  
 erature,  
 disease,  
 e, from  
 elevated  
 erse its  
 rries its  
 s a land  
 hunter.  
 ntic, to  
 d coal,  
 haltum,  
 lstones,  
 surface  
 l. The  
 ch the  
 greater  
 ns that  
 ence of  
 nt and  
 s deep  
 giving  
 oisture.  
 Terri-  
 of the  
 great  
 eloped  
 many  
 ith us

capital  
 s, only  
 ckless  
 t city,  
 seven  
 e more  
 ndon

with  
 arvel  
 ite in  
 re for  
 enter-



MANUFACTURED BY THE LITHO.

