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VOLUME 8.




No. 2.

JULY 1893.



THE
COLONIST.

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



Printed and Published at Winnipeg, Manitoba.

SUBSCRIPTION PRICE, \$1.00 A YEAR.



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THE COLONIST.

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

VOL. 8. No. 2.

WINNIPEG, JULY, 1893.

ONE DOLLAR A YEAR.

Notes and Comments.

IMPROVEMENTS costing about \$5,000 have been made in the Body & Noakes linseed oil mill at Winnipeg.

DOCTOR SELWYN, director general of the Dominion Geological Survey Department, was in Winnipeg on June 24th.

THE Canadian Liberal Convention at Ottawa, which was closed on June 21st, was a very successful and harmonious affair.

AUSTRALIAN papers, dated May 20th, reached Winnipeg via the new steamship line to Vancouver on Sunday, June 11th.

St. ANDREW'S Society, Winnipeg, decided to follow their plan of recent years and give an excursion to Rat Portage on Dominion Day (July 1st).

THE annual picnic of the C.P.R. employees at Winnipeg will be held this year on the 15th of July (Saturday). Carman has been decided on as the place.

THE C. P. R. lake steamer Manitoba went ashore at Bear Island on Saturday, June 3rd, and sustained damages which necessitated her laying up for repairs.

A hard summer's drill has been put in by the cadet corps of the several leading public schools of Winnipeg in preparation for the competition which was to be a part of the closing exercises of June 30th.

FOR the convenience of those Winnipeggers who intend camping out at the Lake of the Woods this summer the C. P. R. are putting on a special local train to run between the city and Rat Portage.

FIRE completely destroyed the stables of the Winnipeg Street Railway Company on Friday night, June 9th. Some 65 horses were lost. Arrangements were almost immediately made for the erection of new stables.

MESSES. BUCKLE & Co., printers, Winnipeg, who were burned out some weeks ago, succeeded in replacing their plant early in June, and are now carrying on business as usual.

THE Ogilvie Milling Company's cash prize of \$125, offered for the best twenty-five bushels of Red Eye wheat shown at the Winnipeg Industrial Exhibition is to be open for competition to the Territories as well as Manitoba this year.

MESSES. Haggard and Patterson, of the Dominion Cabinet, arrived back at Ottawa on June 18th from an extensive tour in Western Canada. They were greatly surprised at the magnitude of the country and at the manner in which its resources were being developed.

It is estimated that the present movement of emigrants from Iceland to Manitoba will transfer some 7,000 of those people to this province. A party of about 700 are expected to leave Iceland in July bound for Manitoba, and others will follow at intervals all through the summer.

REPORTS from London, England, early in June stated that arrangements were being made for an Anglo-Canadian dinner in that city to celebrate Dominion Day, similar to the one of last year. Sir Charles Tupper will probably preside. It is not unlikely that this dinner will be made an annual affair.

AMONG the guests at the Leland House, Winnipeg, on Friday June 16th were Mr. C. J. Lemaire and family of Sydney, New South Wales. They were passengers on the boat which made the first trip on the new steamship service between Australia and Canada. Mr. Lemaire is travelling correspondent of the Australian Star and is making a tour of Canada and the United States.

THE Northern Pacific Railroad Company are distributing three new and handsome map folders showing the leading features of the railroad system. One is intended to be a guide to the World's Fair, another a guide to the Yellowstone National Park and the third a guide to Alaska. All three are well gotten up and serve admirably the purpose for which they are intended.

A SWEEPING reduction in passenger rates to the Pacific coast was made by the Great Northern Railway Company with the opening of its new line last month. The reduction amounts to 40 per cent. in some cases. The rate from St. Paul and Minneapolis to Puget Sound was reduced from \$60 to \$35; to Spokane for \$55.50 to \$30; and Helena and Butte for \$40 to \$25, with corresponding reductions on second class tickets and to intermediate points. The Northern Pacific Company have since met this rate and the C.P.R. will do likewise.

THE Canadian Gazette, of June 1st, said:—"Captain Hamilton, of the East End Emigration Fund, sails for Canada on Friday by the

Lake Superior After eleven years of continuous labor at the East End, Captain Hamilton feels the need of a change and rest, and this he hopes to secure in Canada. While there, he will not forget the work to which he has given the best years of his life. He has in contemplation a proposal to colonise lands on the Calgary & Edmonton Railway, and he goes out with letters to Mr. Daly, the Minister of the Interior, and others in the hope of furthering the scheme. Captain Hamilton will meet in Ontario and the Northwest many settlers, now well-to-do, to whom he lent a helping hand in bygone years."

THE Dominion immigration hall at Winnipeg has, ever since it was re-opened last March, been taxed to its utmost capacity to accommodate the immigrants registering at it. The following list shows the numbers for each month since then: March, 436; April, 1,280; May, 1,277; June (to 21st), 793. Nationalities—Germans, 1,220; English, 655; Scandinavians, 538; French and Belgian, 156; United States, 138; Scotch, 84; Canadians, 77; Irish, 20; miscellaneous, 83.

The following from the Calgary Herald gives an idea of what riders in Western Canada often have to put up with:—"A combination of man and broncho created considerable excitement on Stephen Ave. on Saturday evening. The broncho was a particularly vicious brute, and was possessed of a strong mania for bucking. The exhibition of the animal's prowess in this line was given in front of the Criterion. The man on its back was certainly no slouch, and he stuck to the beast manfully while it performed every species of devilment that a broncho is capable of. It stood on its front feet, and it reared up on its hind legs; jumped into the air with its back in the shape of a bow and twisted its body into a half circle before it struck the ground with a force that must have jarred the man considerably. The methods it adopted to unseat its rider were fully successful, and he was at last compelled to vacate the saddle, fortunately, however, sustaining no injury in the fall. Having accomplished this the horse struck and kicked viciously at all who approached it, and went careering down the avenue at full gallop. It turned south on McTavish St., and thence east on Atlantic Ave. to its stable. The rider's name was McCrae."

The Colonist.

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WINNIPEG, JULY, 1893.

THE NEW STEAMSHIP LINE.

The value of the newly established steamship line between Canada and Australia is hardly realized yet by even the most interested parties, notwithstanding all that has been said during the past month about the possibilities which it has created. From an Imperial point of view it possesses the advantage of offering a fast alternative route for mails and passengers between England and one of her most distant and important colonies. By this route the trip from the United Kingdom to Australia can be made in from eight to ten days less time than by the Suez Canal and P. & O. line. In the event of a European war its value to England would be immense, affording as it would a comparatively safe transport to Australia at a time when the Suez Canal would be almost sure to be closed. Its chief value, though, in such an event, would be to Australia itself, as the colonies there would suffer severely if their communication with England was shut off. Then again, this line has the advantage in this respect of offering a very much more pleasant route to and from the old country. The discomforts suffered on the voyage between Australia and England by the old route are severe, the extreme heat often producing apoplexy and sunstroke. These will be entirely escaped by the travellers on the new line, and they will have the additional advantage of the railroad journey across the American continent, through the magnificent scenery of the Rocky Mountains and Eastern Canada, to break the monotony of the trip.

The benefits which the new route will bring to Canada are considerable. It will give British Columbia a steady and reliable market for her lumber; Ontario and Quebec will be able to dispose of considerable quantities of their manufactured goods, such as agricultural implements, boots and shoes, clothing, etc.; and the other provinces will, no doubt, soon find something which they can sell to advantage. The records of Canadian trade with Australia for the past few years show that whenever means of transportation were available a good business was done, principally in carrying lumber there and bringing back wool. In 1892 the high water mark in this traffic was reached, the following years showing a considerable falling off, attributed to the lack of means of transport. This unsteadiness the new line of steamers is expected to remedy. In 1890

Canada imported from Australia considerable quantities of tin, hemp and rags, but since then not an order for any of these lines has been placed there. The statistics of trade between the two countries shows the balance to be largely on the Canadian side. In 1892 we sold goods to the amount of \$436,153 and purchased to the amount of \$264,783 only.

From the Australian point of view the principal advantage of the new route will always be the reduction in the time consumed in transmitting and carrying mails to and from England, although the market facilities it gives them are also of great importance. Mr. Huddard, the manager of the line, intended coming to Canada by the second vessel to study the trade possibilities for both ways, and he will no doubt discover during this investigation a number of new needs in Canada that Australia can supply. Already the value of their wool shipments amounts to a large sum every year, and this will now since there are regular means of communication be largely increased.

In every sense the establishment of this new steamship line will be a gain to the Empire, to Canada and to Australia.

SUMMER IN WINNIPEG.

Within the past three or four years a great change has come over the character of the summer season in Winnipeg and the manner in which it is spent by the people of the city. Previous to the period mentioned and since the memorable days of the boom there was hardly such a thing here as what is known in the east as the holiday season. The people of this country are all or nearly all from the east, and previous to their coming here were just as fond of their holiday in midsummer as anyone, but nine out of every ten of them when they left their old home to come west, did so with the sole object in view of bettering their financial position in the world and with a determination to make everything else give way to the accomplishment of that object, intending when they had made some money to return and settle in their old homes. This was fatal to the summer holiday custom and it consequently did not gain a foothold in Winnipeg or any other part of this new country. But after the hard times which followed the boom, during which times the majority of the people lost their hope of becoming rapidly rich, had begun to be replaced by a period of steady and substantial growth in both city and country, they saw what a really fine country they had got into, and realized something of the future which must be before it; and, moreover, they had by this time got weaned off the idea of going back east, having formed strong business and social connections here, so they gradually settled into the resolve to permanently reside here. This was followed by more steady and substantial habits of living, and their return to the custom of taking a holiday in the summer. Winnipeggers need a summer holiday about as rich as any other people in the world. They are, as a rule, hard workers; many of them give at least nine hours a day to their occupations, whether they be mechanics, tradesmen or office workers, and when this is kept up through the long, tedious winter

with their burdens largely increased in the spring and fall, the average constitution demands at least one or two weeks' rest in the heat of the summer.

Providence has kindly placed convention to this province several very pleasant holiday and pleasure resorts. Within the province itself there are several very pretty towns where if the holiday seeker has friends in them a week or so can be spent very pleasantly. A week on a farm in almost any part of the province is a delightful experience. The chief resort of the general public at present is, and likely always will be, Rat Portage. This place and its advantages and attractions are too well known to need description here, it is sufficient to say that in the vicinity of the Lake of the Woods some of the prettiest scenery in Canada can be found, and the camping sites which the islands of the lake afford, some of them within sight of the town, are not surpassed by anything in America. Rat Portage is only 133 miles from Winnipeg, and is supplied with a very convenient train service.

Within the limits of the city of Winnipeg itself and in its vicinity there have been established during the past few years several very nice summer evening resorts. Elm Park, which is situated about three miles south of the city on the Red River, was a couple of years ago made available for this purpose by the building to it of an electric car line. Since then River park, a little nearer to the city on the same line, has been opened to the public.

Convenient to the north and west end, and reached by another system of electric railway, is the Exhibition grounds park which has been fitted up for an evening resort.

It has been one of the most serious objections to Winnipeg for a long time that there were no places where a summer evening could be spent in the open air with any sort of enjoyment. This objection has now been largely removed, and when the system of city parks, which is now being considered by a civic committee, has been established there will be few places in Canada which offer more attractions in this line.

Since the introduction of the safety bicycle, which is very largely used by the young men of the city and to some extent by the young ladies, many charming localities, which were before too far away to be conveniently reached of an evening unless by means of a live, very horse and rig, and these cost money in Winnipeg, have been brought within the range of evening resorts and receive their due share of attention. Some very pretty rides can be found along the banks of the rivers close to the city.

Taking all these things into consideration, it will be seen that Winnipeg is not a bad place to live in in summer now. As has been shown, there is within easy reach several nice places to spend a week or two of a holiday, when no person has that much time to spare, and those who are called upon to remain in the city can easily find pleasant places where they can enjoy the fresh air of a summer evening.

The sinking of the British line-of-battle ship, Victoria, of the Mediterranean fleet, last month, was one of the worst marine disasters of recent years.

FARMING CONDITIONS IN MANITOBA.

The first of the series of crop bulletins of the Manitoba Department of Agriculture for this season was issued last month under date of June 1st. A pretty full reprint of it is given in another part of this issue. This is the first and only authoritative statement regarding the crops of Manitoba that has been published this year and is consequently of considerable interest and importance. To simplify the understanding of the crop situation as a whole and in the different parts, the Department divides the province into districts. Hitherto this has been done by grouping the electoral divisions, but this year a new plan has been adopted, the municipalities being grouped. This change is certainly for the better. Altogether some three hundred and fifty correspondents contributed to this bulletin, these covering pretty thoroughly every part of the province.

The acreage under crop this year is much larger than in past years. Of course, it is natural that this should be so, but the large increase shown is none the less gratifying for all that. The table of acreages shows that wheat has now passed the one million acre point, with 147,650 acres more than in 1891—1892 was a smaller year than 1891. Oats, barley and roots all show a considerable increase in acreage. In potatoes, while a larger area is sown to them this year than last, are still below the 1891 mark. Possibly the next bulletin will show that they have still further increased as the acreage given is only approximate, the seeding not being all done at the time the reports were sent in. The table of areas under crop in the different divisions show that the Southwestern is away ahead of all the others. This is attributed to the impetus given by the branch railway extensions of last year. It will be remembered that the extensions were: On the Glenboro branch, extension to Souris, connecting there with the Souris branch; on the Deloraine branch, extension to Napiaka connecting there with the Souris branch; and on the Souris branch extension to Estevan in Assiniboia.

Speaking of the plowing, the bulletin says: "It is pleasing to notice that there is a decided increase in the number of acres fallowed, while special attention is given to fall plowing." It is pleasing to note that, it shows that the farmers are beginning to use their intelligence in the management of their farms.

The scarcity of female help is noticed under the head of "hired help." It seems that this is always going to be a cry in Manitoba. Female help of any kind is exceedingly scarce both in town and country, and good female help it is almost impossible to get. The majority of the present supply are hardly worth the name of "help."

The reports given in this bulletin show that there is still room for improvement on the part of our farmers in the care and management of their live stock. The most useless and contemptible class of farmers are those who keep live stock and do not give the animals proper care. A farmer who from laziness or indifference neglects his field work,

while he too is no credit to the country, is the principal sufferer himself for his neglect, but the man who neglects live stock, especially in the severe months of the winter, should get six months in jail or a coat of tar and feathers. Live stock is being more generally gone into throughout the province.

The weather so far this year has been all that could be desired. Although spring opened exceptionally late, when it did open the fine weather came with a rush and vegetation has advanced by leaps and bounds.

Taking the crop prospects in Manitoba all round they are good, in fact it can almost be said they have never been better.

MANITOBA FARMERS' INSTITUTE.

The second annual convention of the Manitoba Central Farmers' Institute was held at Brandon on June 27th and 28th. Among the prominent men present were Mr. C. C. James, Ontario's Deputy Minister of Agriculture, Mr. McKellar, Chief Clerk in the Manitoba Department of Agriculture, Mr. Bedford, Superintendent of the Dominion Experimental Farm, and prominent members of the Institute from various parts. Premier Greenway, who was expected to address the convention, was unable to be present and Prof. Robertson, Dominion Dairy Commissioner, who was to have given two addresses and a paper on dairying, was also unable to be present. The Secretary's report showed that at the beginning of this year seventeen farmers' institutes were in operation in this province, and seven had become defunct. Of these, three have since been revived and five new ones have been organized. The meetings throughout were very interesting. On Thursday the delegates were expected to visit the Experimental Farm, but at the time of writing no report of that day's operations were available, so we cannot say if that intention was carried out.

Editorial Notes.

A good suggestion has been made by a writer to one of the Calgary papers regarding wedding presents for the Princess May. It is that the people of Alberta send her a team of Alberta bred horses. This would make a very appropriate and valuable present and one which she no doubt would highly appreciate.

A copy of a pamphlet by a grain dealer on "For Canada, Transportation the Problem," reached THE COLONIST some weeks ago, but too late for mention in our last number. As its title indicates it takes up the conditions affecting the industrial growth of Canada, dealing principally with the question of transportation.

MR. HUGH SUTHERLAND, the projector of the Hudson's Bay Railway scheme, is again in Canada. He left Ottawa for Winnipeg on June 27th. He claims to have all the arrangements for the completion of the line made, and is only waiting for a favorable opportunity to put the scheme on the London money market.

THE 1893 editions of the C.P.R. Company's popular pamphlet guides "Summer Tours" and "Fishing and Shooting" are out. Every pleas-

ure-seeker should obtain a copy of these before deciding upon a route for their summer tour or a field for a week's shooting. The facilities offered by the C.P.R. for reaching pleasure resorts and hunting grounds are unequalled.

* * *

CAPTAIN STOTT and the officers of the new Australian liner, *Miowera*, entertained the mayor and aldermen and prominent citizens of Vancouver and Victoria to a parting banquet on board their ship just previous to her departure on the return trip to Sydney. An Australian menu was served, and proved quite a novelty to the British Columbians. On the front of the menu card was this inscription: "Luncheon given to the citizens of British Columbia on the a.s. *Miowera*, of the Canadian-Australian Steamship Company, by Captain Stott and officers, Wednesday, June 14, 1893." On the back of the card was the Canadian ensign with the words: "Hands across the sea." The affair passed off very pleasantly, and immediately after the guests had gone ashore the vessel cast off and started on her return voyage.

* * *

AN INQUIRER in the *Carberry News* of a couple of weeks ago asks for information which will enable him and others to detect and exterminate noxious weeds. This is a good sign. It shows that the noxious weed agitation of late years is having its effect. More of the farmers of the province should inform themselves in this matter. The best plan for everyone to follow who desires to obtain the best results in the war against weeds is to write to the Central Experimental Farm at Ottawa for copies of the publications which have been issued from there, which describe all the common kinds of weeds and give the means for killing them. These could, no doubt, also be obtained from Mr. Bedford, Superintendent of the Farm at Brandon.

* * *

THE discussion of the present needs and future prospects of the Dominion of Canada, which has been occupying so much of the attention of the Canadian public of late months, has brought out with great distinctness the fact that the only phases of the question of present needs which require general attention are those of tariff and transportation. Canada it has been shown by past developments, and the truth of the showing is undoubted, is all right at the bottom, and can compare very favorably with any other country in the world as to resources and capabilities, but artificial barriers to trade and commerce have been created by the foolish policy of our Government, and these considerably hamper the growth and progress of the country. As soon as they are removed and natural conditions are restored there will be a general awakening of native industries, which will place the country on a thoroughly sound and reliable footing. Then Manitoba and the whole of the vast unsettled areas west of the lakes, which are so admirably suited for farming, stock raising and kindred industries, will be filled up with a rapidity that will surprise the most sanguine of the country's admirers.

The Ontario Dairy Associations.

A book containing the annual reports of the Dairymen's and Creameries' Associations of the Province of Ontario for this year 1892 has just been published by the Ontario Government. This embraces the reports of the Dairymen's Association of Eastern Ontario, The Creameries' Association of Ontario, and the Dairymen's Association of Western Ontario. Full particulars are given of the operations of these organizations during the year 1892, as reported at their annual meetings. All the papers and addresses on dairy and creamery work delivered at the annual meetings are also contained in it, which makes the book of great value to farmers and dairymen generally. There are several of these that we would like to reprint in full, they abound with practical suggestions which would greatly assist our western farmers in these lines of work, but we will have to confine ourselves to one this month. We have selected the address of Hon. W. D. Hoard, ex-Governor of Wisconsin, on "Evidences of success in Wisconsin," delivered at the annual meeting of the Creameries Association, which was held in the Town Hall at Harriston on the 11th, 12th and 13th of January, 1893. The speaker said:—

"I am in a very poor condition to talk. I have not had such a cold since the time when I was a soldier and marched into a forty-acre field and somebody left the bars down. (Laughter.) I am in no shape whatever to talk to you or in any sense justify the magnificent audience or the attention you ought to give a speaker to-night. I have been very much interested in looking over this audience, studying the faces of those different men and women, and in noting the verve and consanguinity that pervades an audience here and in my own state. You know there is a singleness of purpose about this one great pursuit of dairying. In all these great problems they are the same here as there with us to-day, to-morrow and forever. We have got the same need and that is one of the great helps. In Wisconsin we have a composite population and we have all the languages spoken on the Tower of Babel, and yet after all we have a class of people in our foreign element who are beginning to take hold of this business. I am going to relate to you a little story in my history. I have been a teacher, and a student and a learner along these lines for thirty years. I have had a little to do with imparting knowledge in the west and in the United States generally, and I have seen these humble beginnings reaching out into humble farm homes; and I want to say to your Minister of Agriculture and to your Creameries' Association that everything else is naught and worse than naught if it does not reach out into the humblest farm home. The world waits for him to-day who produces the milk. All these appliances of these creameries, these separators and triumphs of an inventive genius are as naught until the farmer begins to put himself into these lines of progressive thought. When he does the procession moves. In my own country about 20 per cent. of the population is German, and, as a consequence, we have in them all that belongs to that solid, substantial nationality. One day, about 17 years ago, a little German, about 5 feet 6 inches in height, walked into my office and sat down very respectfully in a chair near me and looked at me. I knew him and said: 'Good morning, Carl.' 'Good morning,' he said. I saw that he seemed sort of down-cast. He said: 'I want to speak mid you. I heard you speak in the school-house about the butter business. I got mine dairy-house, mine house and frau and six children, and some times I tinks I got too many of them (laughter), and I

got my mortgage (renowed laughter), and I work, and work, and I work day and night and I cannot make that mortgage go away; and I hear you speak about that butter business, and I want to talk mid you. I got no money. I make a little butter. I take dot butter to town and Mr. White he look on dot butter and smell it. He says: 'Dot butter got more stinks as anything else.' (Laughter.) 'What can I do, my friend?' There is an air of humor and grotesqueness about this talk; but do you know that it touched my heart—the simple and plaintive tale of that simple and untutored and unlightened man. Instantly all my native blood came to my heart and I said to myself: 'If I am going to do anything for that man I must go right down to his place and show him what to do.' I said to him: Do you know what the Bible says in Proverbs 1-2. 'As a man thinketh so is he!' The difficulty is you have not been doing the right kind of thinking. 'Voll, mine Gott,' he says, 'I tinks myself almost to death.' Yes, I replied, but you are beating like a bird against the wires of a cage, and you are beating vainly, and you can beat your wings to pieces. It was all Greek to him. I said, 'You have been making butter; you have told me about it.' The man smokes, and he was subjecting his cream to the smoke, and to the smell of boiling cabbage and all the other smells. I said to him: 'If ever there was a refuge on earth for a stink, it is cream, and the result is you cannot make good butter; and, Carl, fine butter is a result of fine efforts, always.' Then, I said: 'You are selling your butter in this cross-roads butter market. Would you take goose feathers to a cast-iron market?' 'No.' 'You are not making or selling your butter with good sense, and everything you are doing is at variance with good sense. Now,' I said, 'you can go down town and buy two kerosene barrels.' 'Yah,' he said, 'but they got more stink yet than dot butter. (Laughter.) I said, 'you can stuff those barrels with straw and burn them out. You have got a good well and a wind-mill, and you can make up a little house round the rock of the wind-mill, you can set those two barrels in as tanks, you can go to the tinsmith and get two or three shot-gun cans. Then you can set them into the barrels and let the old pump run, and keep pumping the water into the barrels. I guess the wheel will stand it; it will do it good. Then I want you to get a cream can and put all the cream into it until you have got about 80 pounds of cream, and keep it in that water just as cool as you can, and then I will come down and make this butter and send it to Chicago, and we will 'stand still and see the salvation of the Lord.' So he did this; and the wife said to Carl: 'Dot Yankee is a humbug;' and Carl says: 'No, no; I tinks not; the Yankee is not a humbug; I will see.' So when he had got his cream ready I went down to his house, and I don't know that I ever went on a happier journey in my life. I churned the butter and showed him how to make it, and I said: 'That butter is the result of some of the best judgment to-day.' Then I packed it. 'Carl,' I said, 'I am going to send it to Chicago, and sell it in a butter market.' 'Will you go with the butter yourself?' he asked. 'No, I will send it to Chicago.' 'Gott in Hemil! I will never see it again.' 'Oh, yes, you will.' Man's intelligence is analogous to the great world of credit; and trust and reliance are at the bottom of the whole world's transactions. 'Now,' I said, 'we will sell this butter as intelligent men, and as men dealing with men who know good from evil' (laughter). He said, 'You speak a great deal from the Bible. The Bible is a mighty good book to talk from on butter. There is not a word about 'olco' (laughter). Butter was selling in the stores in our town at 14 cents at the time of which I speak. I sent Carl's butter 111 miles to Chicago to a commission man, to whom I said: 'This is the first fruits of righteousness on the part of a little German friend of mine (laughter); take this butter, sell it on its merits, and send me the sale's account and your cheque.' In about two or three days these came,—'Sold for 26

cents.' I went down with that cheque, with a mind filled with conflicting emotions; and I know that Carl's mind was filled with thoughts about this butter. I handed him the sale's account, and explained to him: 'This little package of butter has sold in Chicago at 26 cents, and here is your money.' The man gave a start, the moisture came into his eyes; he saw for the first time in his life; the certain way appeared before him; there was a reason for his labor in front of him; and he seized the cheque, and caught his wife around the waist, waltzing down the floor with one arm around her, saying: 'Louzetta, Louzotta! mine Gott! dat is no humbug.' (laughter). The wonderful fool poet Gray, in that most wonderful of elegies deals with 'the simple annals of the poor, and, my friends, we cannot get away from them. The spirit of this lay should be the permeating spirit of every just and true dairyman on earth. The result of my experience with Carl was that he went on with this work. He asked me to assist him. I said: 'Carl, you must educate those boys. Send them to the district school. Educate them, and get behind them.' Now, this was about fourteen years ago. To-day Carl has a farm of 250 acres of land, a dairy of 70 cows, and is worth \$25,000. Occasionally he sends me a package of butter and a note, which says: 'To my good friend, who taught me how.' You may speak of official honors—I would rather be the arbiter of Carl's fate than governor of Wisconsin, a hundred times over (great applause). There was to me a stamp and growth of civilization I longed to see among these people, and I have watched it spread and spread until to-day I see transformed into fertility broad acres, a country where farmers were selling our fertility by the bushel—the stupidest piece of business this side of the grave—growing grain for sale. Why, between the horse that draws the plow, and the man who holds it at the other end, so far as the use of intelligence is concerned, very often the odds is with the horse (laughter). I saw that country reduced so that in 1870 it would not produce eight bushels of wheat to the acre. It was taken from the hand of nature in 1836 a magnificent country, but it was farmed for reduction, and set for production, and it was reduced until the mortgages on the farms of Jefferson County represented 46 per cent of the assessed valuation of the people. To-day the mortgages do not represent 7 per cent. To-day the banks of Jefferson County contain \$1,400,000 in cash, put there by the dairy farmers of that country. To-day the dairy farmers produce 14 bushels of wheat per acre. To-day the country produces more grain than when it was entirely consigned to grain growing. To-day the country wears evidence of substance and wealth, as an increment of the farmer's knowledge and enterprise, and they rise and dot the landscape and horizon as an evidence of growing civilization. What has brought them there? My gentle audience,—the cow. All things should be added to him who loves the cow.' (laughter and applause).

The farmers of Neshitt district have offered a bonus of \$6,000 for a grist mill.

Porter & Ronald, crockery merchants, Winnipeg, have dissolved partnership. Mr. Porter continues the business.

John Hockin, merchant of Arden, and Mrs. Eliza McKenzie, of Carman, were married in Winnipeg on June 22nd.

Superintendent Bedford of the Braudon Experimental Farm was in Kat Portage last month looking for some hardy specimens of northern grown trees. He was fortunate enough to secure about 2,000. Some of the specimens are: red, white and black pine, native mountain ash, tamarac, Canada balsam, black and white spruce, Labrador tea plant, wild arum and black alder.

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"Scotty."

Yez ! ca' me "Scotty" if yo will,
For sic' a name can mean nao ill,
O' a' nick-names just tak' yer fill—
I'm quite content wi' "Scotty !"
To be a Scot is nao disgrace,
Maist folk can trust a guid Scotch face,
He's never lang out o' a place—
The honest, faithful Scotty.

CHORUS. Yes ! ca' me "Scotty" if yo will,
For sic' a name can mean nao ill,
O' a' nick-names just tak' yer fill,
I'm quite content wi' "Scotty."

A Scotchman has the knack to plod,
Through thick and thin he'll bear his load,
His trust is aye in right an' God,—
The perseverin' "Scotty !"
He's 'tentive baith to kirk an' maró,
To friends he's true an' hard to part,
In life's great race he needs nao start,—
"I'll win or dee," says "Scotty !"

An' if he meets wi' ane or twa
O' Scotlan's sons when far awa',
They'll 'gree like brithers ane' an' a',—
A "clannish" man is "Scotty !"
Though aft he travels far frae hame,
He's aye a Scotchman a' the same,
An' proud to crack o' Scotlan's fame,—
A loyal son is "Scotty !"

Should Scotlan' ever need his help,
He'll gie her enemies a skelp,
An' make them rin like frichted whelp,
And gie respect to "Scotty !"
Then ca' me "Scotty" if yo w' l,
Nick name's like that can work nao ill,
I'll shake your 'an' wi' richt guid will,
Whans'er yo ca' me "Scotty !"

The Two Skeletons.

TALE OF A MAN'S HORRIBLE DEATH IN THE WILD'S OF AN ARIZONA CANYON.

East of Rio Prieto there is an old half effaced trail among the rocky canyons of the Arizona mountains, between Eagle Creek and Rio Prieto. It is a lonely place, with nothing but cactus and the cliff grass for verdure. It is deathly still. There seems to be no life anywhere among those tumbled crags. But pass along the trail, upset a boulder, throw a rock into a clump of the cliff grass, and you will see something alive. Coiled in the dark places are great diamond-backed rattlesnakes. Disturb one of them and the whole dell will hum with the music of the castanets.

In the bed of the canyon, just above the wash line, are some bones, polished by the drift of the river, bleached by the fierce sun for years. As you pass from the middle of the heap of ribs comes the warning rattle of one of the deadly denizens of the glen. The remains of the pack-saddle are there, and what might once have been the pack. There is a fragment of blanket with U. S. on it. Near by is the rusted steel of a Winchester rifle. Examine it and you will find that still sticking fast in the breach, is a green and mouldy cartridge.

That tells the story, says the San Francisco Chronicle.

Some time back, when this glen, alive with rattlesnakes, was even lonelier and farther out of the world than it is now, some prospector, deserter or hunter came there, driving his pack mule.

Fifty yards away from 'ho whitoulog bones behind the boulder that juts from the cliff, some empty rifle shells are scattered. Thoro are more of them concealed by that patch of greenwood, and still others among the rocks on the hillside.

Did the traveller with the army' blanket know that he was travelling on the hidden trail that only the Apaches knew—that puzzling round-about path that started north and turned back south, the road by which the San Carlos Indians found their way unmolested to the Mexican Sierra Madre, though the soldiers were all around.

The story is written in what was left in the glen.

The Indians saw the white man come around the bend of the hill far above. The canyon was a perfect place for ambush. Riding in the stillness is drowy work. The solitary prospector comes on with his rifle hanging carelessly before him. Down the trail he comes, past the greasewood patch to the water-hole in the gully. His animals are hot and tired. He loosens the girth and leads them to the pool.

Out of the quiet, crashing like a thunder-clap, comes the first shot. He springs to his horse and his rifle flies to his shoulder. He knows what has happened, and knows that unless his horse can carry him back through a storm of bullets the way he came he has passed his last days on earth.

But the sudden shot has startled the horse. A jerk has freed the bridle, and in an instant he is galloping up the hill, the saddle turning under him.

Then it is die game or die coward.

The white man jerks the lever of his Winchester. The cartridge catches; a twig has, perhaps got in among the bearings. They see that he cannot shoot—his pistol went off with the saddle, and now he is standing unarmed among the jeering Indians.

There are no white man's bones by the skeleton of the pack mule. Die game or die coward ! It was no easy, quick death by a bullet that the man who tied that pack had to meet.

A quarter of a mile down the canyon that trail runs up on to a knoll. Down there are bones. A skull is there with its face buried in the soil. Those little lumps make the spine of the man who was caught in the ambush. If you search close you will find the rest of the man's frame stretched out there. What was once a rope was there. It is knotted back of the skull and the other end is fast in the bush. If you cared to scratch among those bones you would find some small strips of rawhide. He died with his hands fast behind him.

But what is this lace-like line and delicate framework of slender bone that lies close to the skull?

When the Apaches closed in on their victim he fought hard. But how long can one man fight against a score? Struggle as he will, he is soon overcome, and, with his hands bound so tight that the cords cut into them, they force him ahead of them up the knoll.

They find a bush strong enough to hold him, and with his own lash rope they tie him to it. But four feet of slack rope is between him and the stake. Even with his hands

tied behind him he might be able to free himself, so they force him to the ground and his feet to another stake.

If they simply meant to leave him there to starve and die under the hot skies they would have maimed his feet and may be hands. There would be no need of tying him.

A shout from some of the Indians wakes him try to look up. Some of them are coming toward him. They have a stick with a little noose on the end, and in the noose is one of the rattlesnakes of the rocks. Now he knows how they are going to kill him. Through the skin and muscles of the snake close to the rattles they put two long, thin buckskin thongs. The serpent squirms with the pain of it, but they hold his head fast in the loop. They tie the loose ends of the thongs around the stake and jump back. The snake is free from the noose, but bound fast by the cords through its tail.

Directly before it is the face of the white man. In an instant the snake is in a half coil his rattles going faster and faster.

The prostrate man closes his eyes. May be he screamed, may be he fainted, may be he simply waited for the feel of the serpent's fang.

Like a flash the flat head of the snake shoots out. The cord stood its spring. It falls two inches short of the white face.

Two tiny liquid drops come against his face and run down into his beard. It is the venom from the fangs that failed to reach. The Indians roar with laughter.

But they have wasted much time. The troops are after them. They pick their victim; they tease the snake, and then leave him.

All the hot afternoon he lies there, the snake's head playing before his eyes, more of the venom being spat into his face. The sun went down, and the clouds covered the heavens. The snake has learned that it cannot reach that face. It lies coiled at the foot of the stake, watching. For awhile longer it strikes whenever the man moves his head, but after awhile it does not move, but lies in its sullen coil.

Oh, the strain of holding his head back, back until the cords fairly crack ! How long was it before his mind gave way and madness released him from his deadly terror ?

Now the rain begins to fall, and it is growing dark. The coolness revives the man, but still before him he sees those coils and that flat head. The snake's line like tongue is darting out; he is preparing to try it again.

He strikes but still he cannot reach. An inch more and his fangs would have reached the bound man.

He rubs his face in the dirt to clear it of that horrible poison that is thickening on it.

Still it rains; it is so dark that he cannot see the snake; only a rattle as he moves tells him that it is still there.

He must have been unconscious but he wakes up and feels the strain of the rope. He has been pulling back on it with all his force, but now he feels a counter-pull that seems to draw him toward the rattlesnake and death.

Why doesn't he push his face within reach of the snake and end it? He knows he was going

to die the moment his rifle failed to work. He knows that he must die of thirst, even if the snake does not reach him. But he cannot do it. His mad brain refuses to order the muscles to reach the snake.

The rope pulls harder. He knows now. The rain is wetting it and shrinking it. It will drag him up. Two inches more is death. He digs his toes into the ground. He pulls back until the rope sinks into his flesh.

The rope is getting shorter.

The rain has wet the buckskin thongs that hold the snake. The buckskin swells and stretches, while the hompen rope shrinks. Those cords that hold the snake are four inches longer than they were when they were tied. The rope has shrunk half as much.

The snake tries to crawl away. The strings in its flesh hold it back. The pain enrages it and it strikes.

The coyotes prowl about the spot; the vultures hover over it.

The white skull lies with its face in the dust, and the dry, lack like snake-skin, with the delicate bones below, lie against it.

Western Canada at the Institute.

BRITISH COLUMBIA.

"We pointed out in our last issue," says the *Canadian Gazette* of London, England, "the chief features in the courts of the Maritime Provinces, Quebec and Ontario at the Imperial Institute, and we had to lament many omissions and inadequacies. Things improve a good deal as the visitor passes to the courts devoted to Western Canada. The British Columbia Court occupies a position next to that of Ontario. The chief ornament of the exhibit—the gold obelisk mounted on a solid tube of British Columbia wood, and representing the gold production of the province—is to be erected just outside the court, but visible from it. The display of the woods of the province is effective, and comprises a magnificent section of the Douglas pine—half polished to show the beautiful grain—with white pine panels forming an arc over the whole. The British Columbia mineral exhibit, apart from the obelisk, is not what it should be. It is all very well for British Columbian gentlemen to come to this country and abuse Englishmen because they will not invest their money in developing the mineral resources of the province, but British Columbia must give ocular proof of what she possesses, and these relics of coal and other minerals from 1835 are of small account. The visitor will, moreover, hardly be inclined to invest in fruit farming in the province unless a better display of fruits is forthcoming. The Canadian Pacific Railway Company lends some excellent bottled samples; but is this all the California of Canada can do? The agricultural resources, fish, wealth, and sporting and scenic attractions of the province also call for much better representation. The furs are well shown in a handsome case, and among the Indian curios is an excellent specimen of the fish-skin dress of the natives. At Chicago British Columbia has made a special effort, and the Institute will benefit therefrom next year; but cannot something be done meanwhile to

help Mr. Beeton in his efforts to make the court what it should be, seeing the abundant resources of the Pacific province?"

MANITOBA HAS HER REWARD.

Manitoba has bestirred herself to good purpose, and she has her reward in the interest excited among visitors by the evidences of her natural wealth. She profits, too, by the dilatoriness of the Maritime Provinces, and has been justly given temporary use of a part of their space. The famous red Pyro and other grains are well shown in large quantities open to the inspection of all comers, and very highly they are commended, while the curators have erected tasteful trophies of grain, wheat and prairie grasses upon the walls. The well-known rolled oats and oatmeal of the Nairn mills at Winnipeg are also well represented, and should lead to business here. There are bags of excellent flour from Messrs. Ogilvie and the Lake of the Woods Milling Company—why does not this last named concern send a model of one of its elevators?—a few mineral specimens, and a few samples of the spruce and tamarac found in prairie bluffs. Sport is well to the front. The photographs of farm life on the prairie are good in their way, but when the Provincial Government realizes what an excellent impression intending emigrants gain from large, clear pictures of prairie homes and farms in their various stages of development it will make the walls of the court far more attractive. Two of the finest pictures of prairie farming ever seen in this country are the two colored panellings representing threshing and harvesting scenes which Mr. Archer Baker, of the Canadian Pacific Railway Company, has lent, and which are much appreciated features. There are also, of course, some Indian curios. Why does not the Dominion Government send over an exhibit to illustrate the progressive Indian farmer—the type of Indian who won prizes at the agricultural shows in the Northwest last year. We have had more than enough in England of the nerveless basket-making native and of his nomadic and scalp-loving ancestry. The Northwest Territories have a very inadequate display as yet—indeed, it can hardly be said to have any display at all. The Government at Regina, and the Boards of Trade, of Regina, Calgary and other centres should see to this.

At the end of the Northwest Court is the Canadian Inquiry Office, built of Canadian woods, and here the curators will always be in attendance to answer questions, direct trade inquirers to the proper quarter in Canada, supply intending emigrants with publications and information and generally make themselves the missionaries of Canada's claims upon the British public. An excellent statistical chart of Canadian exports which occupies the whole of the end wall will help them much, and to assist them further in their all-important work Canadian exhibitors should send all practical details. Canada in fact has her opportunity at South Kensington. Will she use it?"

During the recent hot spell in Winnipeg the official records of temperature at St. John's showed 91.5 degrees in the shade on Tuesday June 13th.

Elkhorn, Manitoba.

The town of Elkhorn has made rapid progress during the past few years, and even this year there are considerable improvements going on, several new buildings are in course of erection, while others contemplate erecting new buildings this season. The town has had no boom, but a steady substantial growth, which is beginning to show itself more each year. The town is surrounded by a large area of good farming lands and fairly well settled.

The growing crops throughout the entire district are looking immense and the prospects for the coming harvest were never better. It is roughly estimated that with an average crop there will be marketed at Elkhorn this year, at least, 400,000 bushels of wheat. There is every prospect of a grist and flour mill being erected here this summer, as ninety per cent. of the ratepayers signed a requisition to grant a bonus of \$1,000, which will no doubt carry.

There is a first-class opening at Elkhorn for a druggist, and also a lawyer. The population of the town is now 450, and is rapidly increasing. Last year a new school house was built at a cost of nearly \$4,000, and it was thought that it would be large enough for at least five years, but the trustees already are having difficulty to accommodate the children which are of school age and attend school. At present they have two teachers.

The Washakada Indian Home is doing a good work among the Indians. Mr. A. E. Wilson is superintendent. At present they have about seventy Indian children in the home, and the pupils attend school for about four hours each day. The larger boys are taught carpentering, shoemaking, or some other trade, while the girls are taught to cook and do domestic work. They have a white cook, shoemaker, tailor, carpenter and school teacher at the head of each branch of their different callings. The Indians are collected from different tribes, and already they have Blackfeet, Sioux, Chipeways and Ojibways. They have a large farm about three miles from the town, where farming is carried on to a considerable extent. Mr. Geo. L. King is farm instructor. They are doing considerable improvements on their farm this present season.—*Winnipeg Tribune.*

White fishermen of the Fraser River district are bitterly complaining of the action of the cannery owners in hiring Japanese at greatly reduced wages to do their fishing, leaving white men out of employment.

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Canadian Pacific's Exceptional Characteristics.

From the *Financial Chronicle*, New York.

The Canadian Pacific has had a very phenomenal history, and striking success has attended its operations and management from the beginning. In nothing, however, has its career been more unique than in the wonderful record of growth in traffic and earnings which it has established during the last few years, as also the great financial strength attained by the property and noteworthy way in which its finances have been handled, and to which its strong financial condition is in great measure to be ascribed. The annual report of the company, just issued, brings out these features in a very strong light.

The company makes regular weekly and monthly reports of its earnings, and hence, of course, it has been well known that earnings in the late calendar year (the period covered by the report) increased decidedly as compared with those of the year preceding. In gross the increase was \$1,168,256; in net, \$410,688. But this covers merely the changes for a single year, and gives no idea of the wonderful expansion in earnings which has occurred during, say, the last five years; for the gain in 1892 is simply additional to steady and continuous gains in all the years preceding. This is clearly shown in the following brief recapitulation of the gross and net earnings for 1887 and the five years succeeding. It is proper to state that 1887 was the first year when the road was operated for through business the entire twelve months.

	Gross earnings.	Net earnings.
1887.....	\$11,606,412	\$3,504,118
1888.....	13,195,535	3,870,774
1889.....	15,369,138	6,127,838
1890.....	16,552,528	6,299,700
1891.....	20,241,096	8,009,659
1892.....	21,409,351	8,420,347

Thus in the short period of five years gross earnings have risen from \$11,606,412 to \$21,409,351, and net earnings from \$3,504,118 to \$8,420,347, the upward movement in both cases having been uninterrupted through the whole five years. When it is remembered that much of the mileage of the system runs through new territory—territory which until the Canadian Pacific was built had very few settlements and but a small population—this record of growth will certainly be considered remarkable. In the construction of the road the company, as is known, received very important aid from Government sources, but without traffic and income to sustain the lines the enterprise must nevertheless have proved a failure. The fact that it has been possible to increase the earnings so decidedly is evidence at once of the good judgment and far-sightedness of the promoters of the undertaking and of the progressive and energetic way in which the property has been managed. This latter has been a marked characteristic in the conduct of the enterprise; besides developing the strictly local traffic of the road, or, rather, the traffic of the territory contiguous to the lines of the system, the management have reached out in various other directions to secure business. They have provided new

connections at several points with the United States system of roads, and have in many other ways displayed peculiar energy in extending the system's business. Some of these steps have not been to the liking of our own roads, but they have evidently been of advantage to the Canadian Pacific—at least, if a steadily-rising income, gross and net, is the standard by which to judge.

It is scarcely necessary to say that the great increase in earnings during the five years has not been made without a considerable increase in mileage. But that in itself in no way qualifies the importance of the growth in earnings. It has frequently happened that new mileage has failed to justify its existence for a long time after its construction—adding, perhaps, somewhat to gross receipts, but proving a steady drain on net earnings, and thus drawing down, instead of adding to, the net income of the parent company. In the Canadian Pacific case, the expansion in net income, we see, has been no less marked than the expansion in gross income. And while speaking of the mileage of the system, it is proper to state that the figures of earnings given do not include the operations of the Duluth, South Shore and Atlantic or the Minneapolis, St. Paul and Sault St. Marie, both controlled by the Canadian Pacific, but operated separately; nor are the receipts and expenses of the Southeastern, the Qu'Appelle, Long Shore and Saskatchewan and the Calgary and Edmonton roads included. The total mileage on which the earnings are actually based was at the end of 1892, 6,015 miles; the roads enumerated would add 2,351 miles to the total.

Quite a noteworthy feature in the operations of the Canadian Pacific are the low average rates received, and that of course gives additional significance to the heavy increase in earnings. The average per ton per mile on the freight tonnage of the system in 1892 was only 84-hundredths of a cent. On the Union Pacific system the average for the same twelve months was 1.245 cents. No doubt many will think that the low average on the Canadian Pacific is to be ascribed to the quantity of transcontinental and transoceanic freight moved—to the through freight from the Pacific Coast and Japan. As a matter of fact, much even of the system's strictly local business (by which we mean business originating on the Company's lines) has to be hauled long distances to market, and hence must be carried at low rates. In a word, the average is less than on our own Pacific roads, chiefly for the reason that the Canadian Pacific has a much smaller proportionate amount of short distance freight. The average on passengers, too, is very low; and here, also, the absence of any considerable short distance travel is an important factor in the result. The average per passenger per mile in 1892 was only 1.69 cents, in 1891 it was 1.70 cents, and in 1890 1.74 cent. The Union Pacific system realised an average per passenger per mile in 1892 of 2.398 cents.

As is known, the Canadian Pacific has for many years paid a portion of the dividends on its capital stock out of a guarantee fund lodged with the Dominion Government. In fact, so long as the dividends were only 3 per cent they were paid entirely out of that fund, such fund

having been expressly provided to ensure the payment of that amount of dividends, so as to bridge the period in the earlier years of the company's existence, when, except for a guaranty of that kind, the payment of dividends might be uncertain. Earnings having proved very satisfactory, the 3 per cent dividend out of the guarantee fund has for several years been supplemented by an additional dividend of 2 per cent out of income, so that the stock has for some time been on a 5 per cent basis. With the payment, however, of the dividend in August next the dividend fund will be exhausted. The question, therefore, comes up, can the dividends be continued at the present rate? And if they can will they be so continued?

The management have already answered this query, and in a very emphatic way. But before referring to the action taken, it will be interesting to see what the dividend capacity of the property is, measured by the late year's income. Net earnings, as has already been shown, were \$8,420,347. Adding interest earned on deposits and loans, total net income was \$8,623,950. Fixed charges for the year were \$3,102,018, which deducted left a surplus on the operations of the twelve months of \$3,521,932. The supplementary dividends of two per cent called for \$1,300,000, and hence there was left a surplus balance of \$2,221,932, equal to 3.42 per cent on the \$65,000,000 of stock. In other words, while only two per cent was paid out of income (the other three per cent coming out of the Guaranty Fund), earnings were actually equal to 5.42 per cent on the stock. Hence, even without any guarantee fund, the full five per cent dividends could have been paid from earnings. The result was reached on a ratio of operating expenses to earnings of 60.67 per cent. The management have hopes that this ratio can in the near future be reduced. Speaking of certain improvements which are contemplated, they say—"The completion of these works will, it is believed, place your railway well in advance of any of the other transcontinental lines in point of economical working and general efficiency, and will go far towards reducing the cost of working to the point which your directors fully believe will soon be reached, viz., 55 per cent of the gross earnings." If this expectation should be realized, the balance of earnings above the 5 per cent dividends on the basis of last year's operations would of course be further increased.

But to remove all doubt regarding the dividends, the Company has taken a step which is as remarkable as it is rare. It is nothing less than the placing of \$1,000,000 in cash on deposit with the Company's bankers, "to meet any possible deficiency at any time in maintaining dividends at 5 per cent." The keeping of a large cash reserve of this character might not perhaps be deemed remarkable in the case of some other classes of corporations, but in the case of railroad corporations it has few if any parallels, and must be considered as marking a new departure in railroad management. In effect it is an extension of the Guaranty Fund for another term of years. The \$1,000,000 cash would suffice to pay 3 per cent dividends (the amount now paid yearly out of the fund deposit-

ed with the Dominion Government) for over two years. But it may not be necessary to draw upon the cash at all during the two years. In that event the deposit would remain intact, available as a protection against any deficiency in subsequent years. If earnings should prove satisfactory there is no reason, as we understand the arrangement, why the new fund may not be retained for the purpose mentioned for a great many years, always within reach in times of need, to be drawn upon in large or small amount as the emergency may require. The experiment is a novel one, and in its operation will be watched with much interest.

Of course, except for the company's strong financial condition such action would not have been possible. The \$4,000,000 cash mentioned comes out of accumulated surplus income. These surplus earnings on December 31st, 1892, amounted to nearly \$7,000,000—6,923,531—and the management calls attention to the fact that the whole of this surplus exists in cash or in temporary loans on security and bearing interest. In this particular too, therefore, the Company's record is very exceptional. Here is the statement of the current assets and current liabilities at the close of the year.

Station balances, accounts receivable, miscellaneous securities and advances.....	\$5,908,887
Temporary loans on security....	3,331,425
Cash.....	5,290,129
Total current assets.....	\$14,533,441
Current liabilities, including vouchers and pay rolls.....	\$2,794,299
Interest and rentals accrued.....	1,788,213
Supplementary dividend due in February.....	650,000
Total current liabilities.....	\$5,232,512

It will be seen that the company held \$5,290,129 of actual cash, and had \$3,331,425 loaned out on security, making \$8½ million dollars together; station balances, accounts receivable, etc., aggregated \$5,903,887 more, the latter, of course, not including deferred payments on land sales or other items of that description. Altogether the available current assets foot up over 14½ million dollars, whereas the current liabilities are less than 5½ million dollars, including accrued interest and rentals and the February dividend, thus leaving an excess of assets of over 9½ million dollars. Even after the \$4,000,000 cash for the dividend guaranty fund is taken out, the excess of assets still exceeds 5½ million dollars.

There is another feature concerning the financial management of the property which deserves to be noted. It relates to the method pursued in providing for interest, rental, and other charges out of earnings, and the matter has special interest because no public mention of it has previously been made. The report says that "for the past five years all interest and rentals have been deposited every day with the company's bankers in a special fund which is available for no other purpose, and since the payment of supplementary dividends was commenced daily deposits to cover these have likewise been made. From the beginning of the next half-year these special deposits will include each day's proportion of the full dividend on the capital stock of the company." The report states further that for the past five

years all expenditures on capital account have been made on special estimates and appropriations passed upon by the Board, and that no item can be charged to said account which has not been duly approved.

Literary Notes.

The Woman's Journal, the official organ of the W. C. T. U. of Canada, issued a special World's Fair number in May.

The Canadian Magazine for June is an excellent number, well illustrated, and in every way creditable to Canadian literary enterprise.

The Winnipeg Free Press came out on June 5th, in a brand new dress. This great daily is now typographically one of the very best in the Dominion.

The Souris Plaindealer issued a special number recently containing a description of the Souris District.

Some Manitoba and Northwestern Towns.

A writer, in the *Birtle Eye-Witness*, thus describes the conditions and prospects of some of the towns near the terminus of the Manitoba & Northwestern railway:—

"Taking advantage of the change in the time table of the M. & N. W. Ry. which gives an opportunity to view the country to the end of the track in daylight, we last Thursday evening went up to Yorkton the headquarters of the York Farmers' Colonization Company's settlement. A very pleasing feature to note along the line is the number of new buildings the farmers are erecting. A few of these are being put up by new comers, but most of them by old settlers who have accumulated sufficient to afford to turn their log dwellings, that have done pioneer duty, to other service and erect homes of more substantial material.

Up the M. & N. W., as elsewhere, the towns were built much in advance of the surrounding country and have had to remain stationary for several years, for the country to fill up and the people to get in a position to warrant further increase in the towns. From the improvements being made over the country and the activity in the towns one would judge that the dullest times had past and that a steady though very gradual growth of the towns may be now calculated on. Especially is this true of Binscarth and Yorkton. The opening of the Indian reserve for settlement at the former place would tend greatly to improve business through the large tributary extent of very fine stock and mixed farming country to the north and east, well settled with prosperous farmers cause the different businesses carried on to be very safe as the farmers have something to dispose of at all seasons of the year, thus doing away largely with the credit system which is unavoidable in the exclusively wheat districts.

Many of the foreign colonists at Langenburg and Churchbridge for whom substantial buildings were put up and advances made to commence farming are moving south and their places, in good shape for going on and at once making money, are being taken up by Icelanders, who are not only thrifty and prosperous but quickly accommodate themselves to the ways, language

and institutions of their adopted country, in a few years making the very best of settlers. From the number of neat farm dwellings in view from the track, one would infer that every even numbered quarter section was occupied.

A Locomotive Engineer's Tale.

"It is a sad story," said an old railroad man, as he coughed two or three times. The group of his listeners who had been so hilariously telling some funny experiences a few moments before quieted down.

"I was runin' old 142," he continued, "and Bill Sikes—you all know Bill—was firin'. We was takin' the flyer west and had orders to run clear through, 'less we were signalled. I think the roadmaster was aboard, and we all know that if we should pull up without a rattlin' good reason he'd be after us.

"We was runin' almost full head, I guess, for I know the breeze just hummed when I joggled the cab window a little. The old engine rocked just like as if it was on the briny deep, only faster. Well, we was goin' lickety split, up through the northern part of that town that used to stand by the bend. Bill was shovlin' coal like a good one and I gave the whistle a toot now and then to let folks know we were comin'.

"As I was sayin', boys, we were just scootin'; goin' round the curve, too. Just then I cast my eyes as far up the track as I could see, and right then I saw something that brought my heart right up in my mouth. I shook all over. Bill saw the thing as soon as I did, and Bill's eyes bulged and his hair stood right up.

"There was something on the track. I could just see a little white sun bunnit and a caliker dress, and a little red ribbon pekin' out from a bunch of as pretty golden curls as I ever see."

The old man stopped. He swallowed mysteriously a number of times and drew his horny palm across his eyes. The group of listeners only moved forward a little and held their breath.

"I couldn't stop, boys. It was no use. The flyer was heavy, and we was goin' nearly sixty an hour. When I got strength enough to push in that throttle and slap on the air—we'd struck. We stopped. Bill and me jumped out and shuddered as we did."

The group of listeners turned away sick at heart.

The old engineer went on: "I picked up a wig of golden hair, and Bill two or three pieces of straw and an old sun bonnet."

"Just then a gang of ragged imps stuck their heads out from behind an old barn and howled: 'Did you ever, ever, ever git left?'" The group who had listened in horror to the old engineer's sad story looked tired and faded away.

A new church building is to be erected this summer by St. George's church, Winnipeg.

The steamer *Marquette* has been fitted up for running on the Red River, between Winnipeg and Selkirk. It is some years since large boats have been able to make this trip, on account of the lowness of the water.

Crops and Live Stock in Ontario.

Bulletin 45 of the Ontario Department of Agriculture issued under date of June 9th, gives the conditions of crops and live stock in that province up to June 1st. A comparison of the weather statistics given shows that the months April and May were colder than in 1892, and indeed, than the average since in 1882. The average temperature for April was 38.77 degrees, and for May 51.93 degrees. This variation of the temperature has made the growing season later than usual.

The correspondents of the Department report the fall wheat crop seriously damaged by rain and frost in some counties, in others it has been plowed up entirely and the land sown to other crops, in others again it is in fairly good condition and will yield nearly up to the average. This is so in the Lake Erie counties where the prospects are fairly good; West Midland is also fair to good, East Midland is average. On the whole the summary is this: Acreage reduced by about one-quarter; growth backward; general condition variable; prospects on June 1st no quite up to the average.

The rye crop will be small but what there is in fairly good condition.

The continued rains of the late spring delayed the sowing of spring wheat in most counties. In the north and northwestern sections the bulk of the sowing was yet to be done on June 1st. The dry weather following the heavy rains of the earlier spring had crusted the ground so that the young sprouts had difficulty in pushing through, as a result the fields are more or less patchy; that which had made growth was reported in fine appearance. The acreage is about the same as last year.

The acreage sown to barley this year is considerably less than last. Nothing could at the date of the Department's reports be said about the condition of this crop as very little of it was yet above ground.

The most promising of the grain crops so far this year is oats. Such of the crop as was sown on high and well drained land was in fine condition on June 1st, but a considerable portion of the seeding was done late, consequently the growth in the districts where this occurred is backward. An increased acreage is reported especially from the Lake Huron and Georgian Bay counties.

The pea crop was reported to be in fair condition with an increased acreage sown in some counties.

The hay cut promises to be one of the best of recent years.

Such crops as corn, potatoes, etc. were so long delayed by the late rains that no reports could be made at June 1st on them.

Fruit vegetation was rather backward at the end of May, but the good weather of early June gave it a great impetus. The promise for apples are not as good as usual, more particularly in the western half of the province. Plumbs have suffered more than any other fruit, a large number of trees having died in Grey and Simcoe during the winter. Grapes started the season with good prospects, and the reports regarding small fruits generally were encouraging.

Under the heading "Labor and Wages" the

report says: "The most notable feature of the reports concerning farm labor is the frequent mention of the departure of young Canadians from the homestead for the United States and the Northwest, and their replacing by inferior help from the old country, many coming from the "Homes." There appears to be a sufficiency of labor of a certain sort, but men of skill are scarce. Wages for the working season range from \$14 to \$20 with board, the average being \$17.17 or 38 cents more than last year. The rate without board runs from \$20 to \$27.50, the average being \$24.70, an increase of 10 cents over the previous year. Day laborers on the farm average 88 cents with board, or two cents more than in 1891, but first class men get from \$1 00 to \$1.25. Day wages without board average \$1.17, which is also 2 cents more than in the preceding year, but skilled laborers got as high as \$1.37½ and even \$1.50 per day."

The New Canadian Australian Steamship Line.

The arrival of the steamship *Miowera*, the first of the new Australian line, at Vancouver, was made the occasion by the people of that city of a great demonstration, followed by a public banquet. On the arrival of the *Miowera* at the Vancouver wharf, she was boarded by a deputation of citizens and the following address read to the Company's representative on board:

To F. W. Ward, Esq., representing James Huddart, Esq., Managing Director of the Australasian Sanlwich Island Vancouver Steamship Company, Capt. Stott and officers of the s.s. Miowera:

GENTLEMEN.—It is with feelings of the most intense satisfaction that the citizens of Vancouver and the people of Canada celebrate the arrival of this the pioneer steamer from the sister colony of Australia, and in their behalf we bid you a most cordial and hearty welcome to the city of Vancouver.

The British Empire, of which we are proud to form a part, has sent out her sons to colonise and people all parts of the earth, and whether they dwell under the Southern Cross or the Great Bear, the ties of kinship are recognized and appreciated.

To-day the most distant of Her Majesty's possessions joins hands in the youngest city in the Dominion of Canada, and we trust that the connection so felicitously inaugurated may conduce to the benefit of each and the consolidation of our glorious Empire.

We hope that every success may attend the direct line of steamers between Australia and Canada; that the products of our rivers and forests, and of your rich lands may afford abundant profit in the exchange of their varied commodities, and that as time progresses the ties that bind us together may become stronger and more lasting.

From henceforth, the *Miowera* will be associated with the trade and commerce of Canada and the Australasian colonies, and the event we celebrate serves to mark an important era in the onward progress of both countries.

Signed on behalf of the citizens of Vancouver, B. C.

FRED. C. COCK, Mayor.

THOS. F. MCGUIGAN, City Clerk.
Vancouver, June 9, 1893.

To this address Mr. Ward made a very pleasing reply, in which he stated that Mr. Huddart would arrive by the next steamer to study the possibilities of trade. After Mr.

Ward, the captain of the steamer spoke a few words thanking the people for their kind reception.

Among the passengers to arrive by the *Miowera* were Mr. Turton, Australian representative of the Massey Harris Company, with his wife, and Mr. McAdoo, manager of the company of Fisk Jubilee singers, now touring in Australia. Altogether there were over 60 passengers on board. The freight consisted of 500 cases of fruit, six sample carcasses of mutton, a trial shipment of butter, salt beef, oranges, lemons, pineapples, jams, arrowroot and refined sugar. From Honolulu she brought 1,500 bunches of bananas, 150 crates of pineapples and 100 watermelons. Twenty sacks of mail were also brought.

Trout Lake City.

To reach the Trout Lake mining centres via the Canadian Pacific railway, take the regular boat at Revelstoke on Tuesday, Thursday or Saturday, and go to Hall's Landing; then 12 miles of a pull in a row boat will brace your nerves to take in all the beauties of lake and river. If by way of Nelson take the train on Tuesday or Thursday, and reaching Hall's Landing repeat the rowboat performance.

The camp fires and tents of prospectors, the noise of axe, saw and hammer, remind us that man, restless man, is busy building and clearing, and as the colossal cedar and lordly pine comes crashing down the sunlight rushes in to fill the space. Hotels, stores and private dwellings are all under way, surveyor and assayer's offices established, and the first garden shows its tiny shoots just peeping from the ground. There is some very fine spruce, cedar, pine, poplar and cottonwood all over the Trout Lake flats. The outlook south and east down the lake almost defies description for romantic beauty.

Trout Lake, at an elevation of 2,300 feet above the sea, is some 18 miles long, and from 1½ to 2 miles wide. It has rich mineral prospects. All along the mountain-ribbed shores here within five miles on the east lies the famous Silver Cup, northeast the Poole Group, north the Great Northern Group, on the west the Leroy Group, to the southeast the Haskins Group, south the Carpenter and Spencer claim. All or nearly all show good indications and may develop, as their owners firmly believe, into great bonanzas. Excellent and rich the assays have shown these properties to be.—Nelson Miner.

Manitoba Notes.

A cheese factory is now in operation at Carberry.

A Farmers' Institute has been organized at Carberry.

Wild fruit promises to be abundant in Manitoba this year.

Fire destroyed the Virden flour mill of the evening of June 1st. The loss is estimated at \$14,500.

The 7th convention of the Woman's Christian Temperance Union was held in Winnipeg June 14th and 15th.

The corner stone of a new and handsome Methodist church at Boissevain, was laid on Monday June 19th.

A Sunday school convention for the province of Manitoba is to be held at Portage la Prairie July 5th and 6th.

A special train arrived at Winnipeg on Wednesday June 21st with a large party of eastern and European settlers.

Improvements costing in the neighborhood of \$18,000 are to be made in the Langham Hotel at Brandon this summer.

Teachers Institute meetings were held at Deloraine on June 22 and 23. An interesting programme was provided.

The building known as Selkirk Hall at Winnipeg, the property of St. Andrew's church, was disposed of last month for \$6,000.

Tenders have been called for the erection of a church building by the congregation of Westminster Presbyterian church, Winnipeg.

W. Holmes, the English journalist who is walking from Ottawa to the Pacific coast, via the C.P.R., expects to reach Winnipeg June 30th.

Judgment was obtained recently by the Allan's of Montreal against the Manitoba and Northwestern Railway Company for \$38,252.32.

The building known as Lansdowne college at Portage la Prairie has been purchased by T. A. Garland of that place, and will be converted into a boarding house.

C. E. Robertson, Dominion inspector of steamboats and boilers, whose territories extends from Port Arthur to Vancouver, is moving his headquarters to Winnipeg.

One of the most delightful short trips from Winnipeg this summer will be to Grand Rapids on Wm. Overton's boat, the City of Selkirk. Special attention is to be given to passenger service.

Assiniboine Notes.

A brisk real estate business is being done at Moose Jaw.

A Presbyterian church is to be erected at Yorkton this summer.

Crops in the Yorkton district are doing well, but require more rain.

Considerable road and bridge repairing will be done in the Yorkton district this summer.

Yorkton is to be made the headquarters of the Mounted Police in northeastern Assiniboia. The necessary building will be erected this summer.

Saskatchewan Notes.

Extensive improvements are being made in the Indian Industrial School building at Battleford.

A Gun Club has been organized at Battleford called "The Battleford Gun Club."

Moore & McDowall's sawmill at Prince Albert commenced operations the second week in June. The capacity of the mill has been doubled since last year by the addition of new machinery.

HOMESTEAD REGULATIONS OF CANADA.

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

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

ENTRY.

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

HOMESTEAD DUTIES.

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

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

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

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

APPLICATION FOR PATENT

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

INTELLIGENCE OFFICES.

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

A SECOND HOMESTEAD

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

INFORMATION.

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

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H. J. BELCH, Ticket Agent, 488 Main St. Winnipeg.

A GREAT DOLLAR'S WORTH.

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

THE TRIBUNE PUBLISHING COMPANY. WINNIPEG, - MANITOBA.

The Lake Dauphin District.

ONCE SEEN NOT EASILY FORGOTTEN.

The Rev. W. T. Mitton thus writes of the great Dauphin district, in the *Mooseomin Spectator*:—"The Province of Manitoba on its western and northern side has a range of hills running in a north-westerly and south-easterly direction, called the Riding and Duck Mountains. On the north side of the range is situated the district called in one area the Dauphin country, and in another the Gilbert Plains. There is very little known of this country to the outside world.

¶ "With regard to the various places of settlement in the district: The people have built their houses and located on the banks of the various streams that flow in and out of the lake itself. The first stream that was followed was the Vermillion, situated about midway down the lake on the west shore. Land alongside of this river was soon all taken. The Wilson River, a little further north, was the next to receive attention, and the land on either side is now all taken either by residents prospective settlers. Further north again, the Valley River flows into the lake and the land in this district is essentially for cattle. A magnificent crop of hay, and the finest growth of timber afford excellent food and shelter for wintering stock. In several parts of the mountain itself, back from the settlement on the river banks, men have made cattle stations or small winter ranches with great success. I remember arriving at one of these places at dusk on a January evening, with the thermometer at 30 below zero, and watering my team at an open spring, which 150 head of stock used every day."

"To the south of the lake, there are two rivers, in the Ochre and Vermillion, that have been very thickly settled by a French population, and there is a Roman Mission on the east side of the lake called the Waterhen district, between Lakes Dauphin and Manitoba. The whole country as it is generally viewed, presents a distinctly different appearance to the prairie. The scenery represents rather the Ontario country, being well wooded and broken land. The roads are often made through thick bluffs and belts of timber. Spruce, tamarac, soft maple and poplar all grow in thick profusion. Then again the country opens and for ten miles there may be diversified scenes of rolling open prairie, dotted by thick bluffs of timber.

The settlers throughout have the great advantage of being the possession of experience gained in other parts of the province. That is, they have farmed in other parts, and while losing their worldly possessions by attempting to grow wheat where wheat was never intended to grow, or fatten stock where lean kine were always intended to be, they have sought the Dauphin district sadder but wiser men. Settlers like this act like leaven on a whole community, for they bring a rich wealth of valuable experience in cultivation and choice of location.

"An enormous gain that the Dauphin district has is the immense advantage that is given in having building materials at hand. The log

shanty of the plains is a despicable object when placed beside the log house of the woods. The houses many of them are really large, substantial, well-built houses, and entirely constructed of logs roofed with spruce shingles sawn locally. The out-houses, byres, stables, etc., can be constructed without stint of material for logs are to hand. With regard to the country from a climatic point, it presents very little difference in the range of the mercury to the outside of the mountain or the prairie, but it undoubtedly has the great advantage of shelter from wind and this must be of great benefit to those who are anxious for the welfare of stock in winter time.

"I do not think that anywhere in Manitoba could better gardens be found. The people are proud, and justly, of the wealth that the soil produces in both flowers and vegetables. On September 27th, 1891, a garden on the banks of the Vermillion River, presented the fresh and green appearance of June or the early part of July. In the two acres there were growing in profusion butter beans, peas, broad beans, all sorts of root vegetables and the most massive pumpkin, squash and vegetable marrows that gardener need wish for. The qualities of shade, abundance of water and a pure loamy soil, with a perfect shelter from the wind had caused this pleasant prospect.

"There is a quiet, resting, peaceful appearance about the whole district, shadowed on the west and north by the ranges of wooded hills that change in color and shade every hour of the day; the deep rich blue fading away to the softest and most delicate tints of grey. The background, with an edge of dark foliage of spruce, oak, bright poplar and soft maple, makes a picture not easily forgotten when once seen. It is what we might term a "fair garden," one of the sights that God gives to man as an heritage, not to mar or spoil, but to honor and respect as speaking of the love of God for man."

British Columbia.

E. E. Sheppard, of Toronto *Saturday Night*, thus speaks of British Columbia after his recent trip to that Province:

"The forests of British Columbia are almost tropical; the flowers are as beautiful and as sweet-scented as those which we take such pains to preserve in hot-houses here in the East. One of the difficulties of farming in that land is that trees as big around as an ordinary table are growing above trees which have been lying in the soil for a century, and then under that tree you will perhaps find another tree! It costs from a hundred to two hundred dollars an acre to clear such land; this the people of British Columbia say is what has prevented it from becoming an agricultural country. The people of British Columbia are unaware that they are telling what is not exactly true. British Columbia was peopled originally by miners and half-pay officers and men who did not propose to peddle or engage in small tasks. In proof of this let me quote the possibilities of the delta at New Westminster at the mouth of the Fraser, where great fields of soil have been heaped up and which can be bought for a very few dollars an acre. On it you can raise small

fruits, large fruits, grass, everything that should make a country rich, that should make the tables of the Province groan with plenty. They are reclaiming lands all through the Province where a plow can be put almost immediately, and yet nearly all their fruit and vegetables are imported from California. Nobody seems disposed to enter into or to organize the business of raising this sort of thing. There is rain enough—if there is anything against the Pacific coast it is too much rain—but for the small farmer, the man who wants a little piece of land and is willing to work, there is no place like British Columbia. It is so easy to live there that men get lazy. The possibilities of making a large fortune in mining are so plentiful that the small farmer, the market gardener, the butter maker, the manufacturer of cheese gets above his business and won't tackle it, and over the thousands of miles of prairie and mountain they bring their butter and cheese from Ontario right into the heart of British Columbia, where grasses are greener and more succulent than in Ontario and where they last the year round. It irritated me to see people neglecting their opportunities as they are doing in British Columbia. Shiploads of fruit and vegetables are carried from California to Vancouver; trainloads of ham and bacon from Ontario, carloads of frozen beef from Calgary, are being emptied into that province when they could raise everything themselves if they would only cure themselves of the mining fever and the town lot craze and get down to business. This I can say, if I were foot loose and desired to build up a business or to have a ranch where the flowers bloom nearly all the year round, where a hard winter is the exception, where I could raise cows and make butter and cheese, and have fruits and vegetables and everything that make up the necessities of a family and the possibilities of an agricultural fortune, I feel quite sure I should settle in British Columbia, though between here and there there are a million chances for the poor man to become competent and the man with competence to become rich."

The Shell River Country.

Prince Albert *Times*: Messrs. Young, McLeod and Stewart, members of the Immigration Committee, Prince Albert, paid a visit last week to the Shell River Country—through the kindness of Major Cotton, who provided a team and driver for the trip—about 30 miles from this town to examine as to its fitness for incoming settlers to this country.

They thus relate their experience: On Thursday, June 1st, we left with our camping outfit and after crossing the north branch of the Saskatchewan for about 27 miles we travelled through large belts of timber suitable for building and fencing purposes. After that we came to open plains, where Maxwell, Powell, Cadieu, Sterling Bros. and others, who came in from the United States and Eastern Canada last year are comfortably housed and have quite an acreage under crop. The stock and fields of grain looking well.

As the evening was well advanced we camped near Mr. Orr's, sec. 29, range 3, township 49. After supper we had a few details from Mr. Orr, who came here in 1892. All he had then in cash was twelve dollars. He now has a fair house and stables, 11 acres under crop,

viz.—Wheat, oats, barley and potatoes; a large garden of all kinds of vegetables, doing well, 9 cows, a few steers and young heifers. He says he could cut 100 tons of hay on his homestead. The Creek runs through his farm. He came from Minnesota, and is well pleased with the country.

Next morning we started after an early breakfast, making south west for Mr. Macintosh's, where we saw as nice a location for a homestead as you will see in any part of the country. On arriving we found all hands at work. They came to this part of the country, sec. 14, range 3, township 49, from Nebraska last summer. They have made wonderful improvements, built a two storey frame building, 28x22; ten acres under crop—wheat, oats, barley and potatoes; large garden, all kinds of vegetables, good water, plenty of hay and timber. After looking around we started for Snake Plains, where we were hospitably received by the Indian agent, Mr. Keith. The country all round here is very fine. After dinner we started for Carlton, and being late we camped on the south side of the Saskatchewan. We made an early start next morning for our old friend, Capt. Craig's, to have breakfast, but unfortunately we had not the pleasure of seeing him. If we failed in seeing the captain his good lady made up for our disappointment in preparing for us a substantial breakfast. After a few hours rest and looking over Capt. Craig's farm—finely situated a few miles from the river, with a commodious house, stables and granaries and between one and two hundred acres under crop this year, we made for Prince Albert. On our way we were delighted to see so many nice farms, ranging from 60 to 150 acres under crop.

In conclusion, we can highly recommend the Shell River country to intending settlers and their families to locate amongst us, where they will find large tracts of land suitable for mixed farming, with good water, oceans of hay, good building timber, and creeks and springs with the great Saskatchewan only a few miles off and near fine fishing lakes.

The committee will be glad to give any information to settlers. Address, Secretary, Immigration Committee, Prince Albert, Sask."

The following description of the same district is by D. S. Weggoner in an earlier issue of the *Times*: "In order to give the New England people of Vermont and Hampshire a correct description of the Shell River country, I spent several days looking it over, and after carefully examining this place, I am pleased to say that I can find it entirely exceeding my experience, as it possesses so many advantages over other places that have come under my notice.

In the first place the soil is of rich, excellent quality, being a rich black loam varying from one to three feet in depth, resting on a clay loam sub-soil, which will assist in holding the moisture, during the season of vegetation. The soil on the surface, though very rich, is not perhaps as heavy as I have seen in other places, which no doubt is a decided advantage in the maturing of the grain that may be sown here. The grain I saw was very fine; wheat, oats, peas and barley, and I am told by reliable persons who have known the district for some time that as a rule crops sown in the proper season have been successful.

I was also informed that vegetables—potatoes, turnips, beets, carrots, onions, cabbage and cauliflower—are grown with the least possible attention, some of a fine quality; in fact, it cannot be otherwise, as the soil possesses the very ingredients that make up in assisting the production of this kind.

I was also informed that fruit—gooseberries, white and black currants, strawberries and raspberries, yield abundantly with very little cultivation.

In the second place, this district is highly favored, having plenty of water of an excellent quality, sweet spring water so much admired by the New England people, entirely free from alkali or any other deleterious ingredient. The small lakes, which are quite numerous, being also free from alkali, make it the more desirable for raising either horses, cattle or sheep, which I noticed are good. The sheep owned by Mr. Thomas Powers were as fine as could be seen in the older Provinces.

By crossing the ferry at Prince Albert and driving directly west a distance of twenty miles you come to the place known as the Shell River district. You have the Saskatchewan on the left, a large navigable river of 1,500 miles, its source being in the Rocky Mountains and receiving as it flows along, five miles an hour, thousands of tributaries making it one of the finest in the Dominion. On the right the Shell river, with its beautiful banks of rich prairie grass, intermingled with wild flowers of various hues, shelving to the river's edge, which was in the past and at the present is well stocked with the funny tribe. This game is very plentiful along with the geese, duck, prairie chicken and partridge, and large animals, such as moose and red deer, make it without a doubt the sportsman's paradiso.

In the third place this country is well timbered, having an abundant supply of building material—spruce, pine, tamarac and poplar, the most of the section having sufficient poplar for fencing and fuel, while the spruce and tamarac are quite convenient, and can easily be obtained by those desirous of making comfortable homes for themselves and families.

In this beautiful country, with so many advantages, free farms of 160 acres are given by the Dominion Government, ready for the plough without removing any obstruction whatever. How different from the New England states and eastern provinces of the Dominion of Canada, where the old pioneers of a century ago had to encounter so many difficulties by removing the heavy forests before they could receive any return whatever for their labor.

The Canadian Pacific, which now runs into the beautiful town of Prince Albert, the very gateway of the country which I endeavored to give a truthful description of, is doing all in its power to place within the reach of every man—by giving exceptional low rates to those wishing to go and see for themselves the greatest agricultural and stock raising country on the continent of America.

Notes on Northern Alberta.

"The changes that have taken place along the line between Calgary and Edmonton during the past year," says the *Calgary Herald*,

"are very considerable. Of all the villages along the railway, Innisfail has, perhaps, made the greatest strides, though Red Deer has grown considerably as well. The N.W.M. Police detachment have been ordered at last to remove from the old crossing of the Red Deer to the new town, where a good building has been erected for their accommodation. The old stockade of the post at the crossing was burned for firewood last winter, and a memorial of the rebellion of 1885 disappeared in the capacious box stoves affected by the M. P. The rising places this year are Olds, 13 miles south of Innisfail, and Wetaskiwin, 40 miles south of Edmonton. At both these points good buildings are going up, and the trade in lumber is brisk. Lacombe, too, is getting a share of attention from intending settlers, but not, apparently to such an extent, although the Buffalo Lake country, for which it is the station, has attracted a good many. South Edmonton is getting into shape, and lots are rising in value. The old town of Edmonton on the north bank of the river, has wonderfully improved during the last year. The old streets have been pulled into shape and graded and sidewalked, and are lined with numerous handsome buildings, among which the Imperial Bank building, W. H. Robertson's block, J. Cameron's new store and the two enlarged hotels, the Alberta and Queen's are prominent. The Hudson's Bay Co.'s new store and J. McDougall's store are also fine buildings, though a little out of the present business part of the town, though, of course, there are magnificent possibilities in the future. All through the woods, north and south of the main street, Jasper Ave., new streets have been cut out and handsome villas are rising on every side along them. The new Government building is also outside the business portion of the town. It is built of brick and is of the skating rink order of architecture. It is a modest building for the \$10,000, which was allowed for it. Perhaps, like the Calgary court house, it is intended to be "very comfortable inside." Business is quiet just at present, but was very good all winter and real estate was up till the last six weeks very brisk. No doubt when the farmers get through their spring operations trade will revive considerably.

"Fort Saskatchewan has gone ahead with the rest of the country. The old buildings belonging to P. Heimick, on the north side of river, is being thoroughly overhauled and a hotel will be started in it shortly. The manager of the Lang townsite on the south side reports a large number of sales of lots and the merchants say that business has been brisk all winter and keeps good still. At the police post a new guard room and stables are urgently needed, the old buildings being utterly inadequate for the requirements of a post which is becoming of more importance every year. There are detachments from this post from Innisfail to the Athabasca and the Lesser Slave Lake. There is a little gold mining going on along the river, but the water is unusually high for the time of year and not much has been done so far. Crops all over are looking splendid and an unusually good harvest is confidently anticipated."

Turn on the Heat.

We hope the man who got off the following last winter is satisfied now:

Backward, turn backward, oh time, in your flight,
Give me July again just for to night;
Soft on the soul where the frost king has lain,
Oh let me hear one musquito again;
I am so weary of snow-drifts and ice,
Weary of paying the coal trust its price;
Weary, so weary, of frost-bitten pie—
Bring me a slice of the First of July.

Backward, swing backward, oh season of snow,
Mercury fifteen to twenty below—
Turn on the heat of the tropical zone,
Roast me until I am cooked to the bone;
I am so tired of freezing my nose,
Weary of chilblains and corns on my toes,
Weary of trying to sleep with cold feet—
Turn on the heat, mister, turn on the heat.

A Bow of White Ribbon.

Through the days of the past Conventions this little badge has come to mean more than ever it did before to the women of Winnipeg and Manitoba at large. All of the women of Manitoba are not yet White Ribboners, and all White Ribboners were not so fortunate as to be present at the conventions. I have thought a short account might interest the readers of THE COLONIST. Winnipeg has been especially blest, in having, first the Provincial Convention of the W.C.T.U., and following closely upon that—the Dominion Convention of the same body. The Provincial Convention opened on Wednesday, the 14th of June. There was a very fair representation of delegates from all parts of the Province. Mrs. McLaren, of Morden, Provincial President, presided with grace and dignity. There is always a keynote at every convention. I am glad to state that at our Provincial Convention it was the urgent need of bending all our powers to securing the full franchise for women, as the best means of promoting the objects of our union. The Provincial Convention was brought to a close by a pleasant lecture from Mrs. E. Norine Law, National Lecturer and Organizer, for the State of Michigan. Many new friendships sprang up, during the two days of this Convention, many old friendships were cemented. On Friday morning, June the 16th, the Dominion Convention of the Womens' Christian Temperance Union opened. Manitoba, as a Province, has never lacked confidence in herself, and this was once more exemplified by her inviting the Dominion Convention to meet here. When you grasp the fact that, with the exception of the four officers—President, Corresponding Secretary, Recording Secretary and Treasurer, every delegate must pay her own expenses, you better realize the courage of Manitoba in inviting them here. Of course only a very small number of delegates came. These delegates were, however, very representative. Mrs. (Dr.) Todd, St. Stephens, New Brunswick, represented the Maritime Provinces; Mrs. Sanderson, President, for Province of Quebec; Mrs. Cavers, President, for Province of Ontario, and Miss Bowes representing British Columbia, in the absence of the President, Mrs. Cunningham. In addition we had Mrs.

Ella F. Williams, the honored President of the Dominion Union; Miss Tilley, daughter of Sir Leonard Tilley, Corresponding Secretary; Mrs. A. O. Rathford, Toronto, Recording Secretary; Miss Mary Scott, representing The Womens' Journal, Ottawa; Miss Fanny Bryson, Superintendent of Work among railway employees, and quite a number of others. It is of course, impossible in one article to tell of all the good and useful things heard and seen at the Convention. Not the least of the advantages was the meeting on intimate terms, these women who have been long in the work. The President was an inspiration in herself. None who saw her sweet, bright face, heard her clear toned voice and felt the cordial grasp of her hand, will readily lose the impression made upon them. In fact, as Miss Scott said, to one of our city reporters, "she is second only to Miss Willard." Perhaps the two features of the Convention from which I learned the most, were the Parliamentary drill and the answers to questions. The Parliamentary drill taught the full meaning and beauty of "Let everything be done decently and in order."

Of the many questions asked and answered, this one interested me more than any other.

"How can a woman, with a large family, and doing her own work, help the W.C.T.U.?"

The President called on the members of the Convention for answers to this question and here are some of those given.

1. She can join the nearest Union and pay her membership fee.
2. She can faithfully and prayerfully wear her white ribbon.
3. She can send to Miss Mary Scott, 26 Albert street, Ottawa, for some Union Leaflets, read them in her leisure moments, and pass them to some of her neighbors.
4. She can faithfully train the large family to be loyal temperance men and women.

It is impossible to give even a faint idea of the work done during the year. The reports of the various departments may, however, be summed up in one sentence. Progress all along the line.

The closing session, on Tuesday evening, the 20th of June, was especially interesting.

The Dominion Union is now 10 years old and as a birth day gift the President offered a banner as a prize to the Province showing the largest percentage of increase during the year. This banner was presented at the closing session, the Province of Quebec being the fortunate winner. The banner is an exceedingly handsome one and especially appropriate to the Dominion. The material is ruby plush, finished with gold bullion fringe. In the upper left hand corner is the date 1883 and on the upper right hand corner the date 1893. Below this, in gold letters, comes the name of the Union, and across the centre of the banner is a large spray of maple leaves painted in exquisite autumnal tints. Manitoba intends to capture that banner next year or perish in the attempt.

After the presentation of this banner. Mrs. (Dr.) Todd, of St. Stephens, sang for us. I wish every tired woman in Manitoba's prairie homes could have heard her sing: "In the Palace of the King," and "God be with you till we meet again." It will rest me many a time during the coming year only to remember those full ringing notes.

And now what does our badge stand for. It stands for 8,000 women in the Dominion of Canada, for 150,000 in the United States, banded together under the motto: "For God and Home and Every Land." It stands for Ubiquitous in every part of the civilized world. For equal rights for men and women. For the teaching of temperance principles in our Public Schools. For such workers as Miss Willard, Lady Henry Somerset and Susan B. Anthony. For an equal moral code for men and women. All this and much more is indicated by "A Bow of White Ribbon."

E. CORA HIND.

Manitoba Crops

An official crop bulletin for Manitoba, dated June 1, has been issued as follows:

	1891	1892	1893
Acres under Wheat	916,604	875,929	1,003,040
" Oats	305,644	332,074	388,629
" Barley	59,823	97,614	114,762
" Potatoes	13,705	10,009	12,887
" Rye	9,301	17,478	20,910
Acres fallowed for crop of ...	205,232	250,255	274,533
Acres Fall plowed for crop of	109,133	325,717	473,410

AREA UNDER CROP BY DISTRICTS.

District.	Wheat.	Oats.	Barley.
North Western	37,696 acs.	60,762 acs.	22,040 acs.
South Western	405,000	132,425	27,900
North Central	291,150	80,736	26,345
South Central	161,023	77,383	29,080
Eastern	55,766	31,223	8,896

Province ... 1,003,040 acs. 383,529 acs. 114,762 acs.

This shows by comparison with the June bulletin of 1892 that the principal increase has been in the South Western district. This is no doubt owing to the impetus given by the extension of branch railroads during the past year in that section.

The potato and root crops are only given as approximate for in many cases they were not all planted or sown when the reports were sent in. A fair increase is noted in these crops.

The following table gives the acreage of potatoes and roots in the different districts:—

N. W. District.....	2,329 acres.	8,581 acres.
S. W. "	3,825 "	6,450 "
N. C. "	742 "	2,862 "
S. C. "	3,601 "	1,338 "
Eastern	1,999 "	1,133 "

Total for Province 12,337 acres. 20,919 acres.

The following summary shows the total acreage of rye, flax, &c:—

Area under Rye	2,329 acres.
" Flax	9,737 "
" Pease, Corn & Buckwheat	1,059 "

The total area under all crops is 1,533,262 acres, while that of last year was 1,341,270 acres, showing an increase of 211,992 acres.

Fallowing and Fall plowing.—It is pleasing to notice that there is a decided increase in the number of acres fallowed, while special attention was given to fall plowing. So much land being prepared for the seed last fall has enabled farmers to put in seed this spring in a very short period of time.

Hired Help.—Over 5,000 men are now employed as hired help and reports indicate that about 2,000 extra men will be required to assist in taking off the harvest. It is a mistake to rush these men from Ontario before they are actually needed, as farmers will not engage them at high wages until the harvest is on. The wages paid for men varies all the way from \$10 to \$25 a month and board. As in the past, there is a great scarcity of female help, which it is impossible to supply. The average wages of female help is \$10 a month.

Farm Rentals.—The price paid per acre for cultivated lands varies from \$1 to \$2.50.

To question 23. "What is the condition of live stock, horses, cattle, sheep, pigs?" Over one-half the correspondents report the condition "good" or "very good." About one third

report "fair, somewhat thin but healthy," and less than one sixth report "poor." The Northwestern district seems to have suffered the most. It is well known that this district is specially noted for stock raising, and it appears that sufficient care was not taken to provide for the unusually long winter. The Southwestern district reports a few similar cases, while the North Central, the South Central and Eastern districts report all "good" or "fair."

Question 24. "Has any disease prevailed among them, and if so of what nature, and what has been its effect? Was there a sufficiency or a scarcity of fodder during the winter?" No serious outbreak of disease is reported from any part of the province.

Horses.—Some cases of glanders are reported, and quite a number of mares and foals have died this spring. Correspondents suggest that in many cases mares were overworked.

Store cattle are reported in considerable numbers in all districts except the Eastern, but not an extra number in any part. It is evident that many young cattle have been stalled during the past winter, using up the damaged grain of 1891. The line of the M. & N. W. about Virden, Wawansa, Pilot Mound and Manitou are most noted for fat cattle. Fat cattle have been pretty well picked up, a few stray lots are still reported for sale.

Hogs.—A careful perusal of reports shows that hogs are being raised more generally throughout the province. Reports, however, show considerable loss of little pigs, whole broods being weak, without hair, unable to feed, and soon perishing. This may be on account of in-breeding or feeding wheat without stint, as correspondents invariably reported hogs in very fine order.

Wheat.—It is somewhat astonishing to find how little wheat still remains in farmers' hands. Only a very few in the province have any wheat for sale. Reports would indicate that in many cases farmers may have to purchase flour before the new crop is ready to grind. By all means let such farmers purchase all the flour necessary, now, when the price is low, as flour will certainly advance in price in Manitoba before harvest is ready.

Oats.—A fair supply is on hand for home consumption.

Weather.—A few in the Red River Valley only, report: "Too wet." The lateness of the season, and the high waters of the Red River so long in subsiding, were somewhat discouraging, yet it is pleasing to know that in nearly all cases crops were put in in seasonable time.

Question 27.—"How do the crops compare, in appearance, with average years?" Correspondents were asked to return circulars on the first of June, but ten days longer was given before compiling the same. The answer may therefore be dated at the 11th of June; a few only are given, as a sample, for they are all alike:—Better than average—very favorable—splendid growth—fairly up to the average—wonderful growth—never better.

Question 29.—What varieties of weeds are prevalent? In the N.W., the S.W., and the N.C. districts there are scarcely any noxious weeds, properly so called; pig weed, buck wheat, couch grass and wild sunflower are reported, but in only a very few cases are Canadian thistles, French weed, mustard or wild oats reported. In the south central district quite a number report nothing serious, but we meet with Canadian thistles, French weed, mustard and wild oats more frequently here, while from the eastern district the majority of correspondents report French weed and thistles.

General Notes.

Improvements costing \$1,500 are being made in the Manitoba Club building at Winnipeg.

The Grand Pacific Hotel on Market Street, Winnipeg, is to be repaired and improved this summer at a cost of \$6,000.

The C. P. R. Company intends erecting a new

station building and freight sheds at Prince Albert, Sask., this summer.

A SPECIAL correspondent of the *Christiania (Sweden) Post*, has two columns of matter on Western Canada in the issue of that paper of June 6th.

The lumber manufacturers and dealers of Manitoba and the Northwest contemplate taking a trip to the Pacific coast this summer, instead of the excursion to Fort Francis, on Rainy river.

Sir Charles Tupper cabled the Commissioner of Dominion lands that 93 British and 151 foreign immigrants were booked during the week ending June 24th by Dominion immigration agents for Manitoba, the Northwest Territories and British Columbia.

In Thuringia there is a whole district which is dependent for its support on the manufacture of artificial eyes; husbands, wives and children all working together at this same means of livelihood. And yet, though these simple German village people turn out their produce by the dozen, no two eyes are ever the same. No artificial eye has its exact fellow either in color or in size in the whole world. The method of the manufacture is not a very complicated art. There are firstly glass plates, which are blown by gas jets, then moulded by hand into the form of an oval shaped cup. Then there is the coloring of the eyes, which is effected by the means of tracing with fine needles, the tints being left to the taste of the individual worker, though the scope of their taste is necessarily limited to greys and blues and browns and blacks, which colors are assorted together before being eventually despatched to their various destinations.—*Celliery Guardian*.

Alberta Notes.

The Magrath survey party is now in the Red Deer District laying out townships.

A creamery is to be started at Red Deer, which will work up the milk of 1,200 cows.

A contract has been made for the erection of a court and customs house at Lethbridge.

Coal is said to have been discovered in considerable quantities on the shores of Beaver Lake by one of the settlers in that district.

A train of 15 cars of beef cattle from Brandon, Man., and points west, passed through Calgary on June 11th bound for the British Columbia market.

Since the new C. P. R. time table went into effect Winnipeg papers are delivered in McLeod, Southern Alberta, the day after they are printed.

Declarations of the incorporation of the Edmonton Batter and Cheese Manufacturing Association and of the Red Deer Dairy Association have been filed in the office of the Lieutenant-Governor.

Arrangements have been completed for the establishment of an electric lighting plant at Lethbridge. The service will be commenced as soon as the days begin to get short in the fall.

The Lethbridge *News* says:—"The weather this spring has been all that the most exacting anchor could desire. Copious showers of

rain have fallen within short intervals, and crops of all kinds can fairly be seen growing. The grass on the prairie is better this spring than for the past five years, and the outlook for a good hay crop is very promising."

British Columbia Notes.

Kaslo is being canvassed with a view to the establishment of an electric light plant.

The peach crop of British Columbia is likely to prove a failure this year. It is very small and unimportant anyway.

A petition has been circulated and numerously signed at Revelstoke, asking for the establishment of a branch of Molson's Bank there.

The New Vancouver Coal Company is raising about 500 tons of coal per day from its Protection Island shaft. This shaft has only been open a few months and the quality of the output is excellent.

The Esquimalt Water Works Company has offered the City Council of Victoria a half interest in that enterprise. Victoria is to take half the shares at par, which will involve an expenditure of 203,000.

A Revelstoke despatch of early June reported several more families of American settlers as having passed through there bound for Alberta. They had with them a considerable amount of live stock and household effects.

While the people of Chilliwack were firing a Royal Salute on the Queen's Birthday from an old Hudson's Bay Company cannon, it burst on fifteenth discharge. Fortunately no one was hurt. The burst cannon is said to be 87 years old.

"W. G. Baldwin, representing the great fur house of Uhlmann, of New York and St. Paul, has just returned from his annual fur-buying excursion into the upper country," says the *Victoria Times*. "As usual he has cleaned up the catch for the year. He is known to some as the 'Crow-Fiend,' owing to his unconquerable penchant for shooting crows. The Indians call him the 'Skin Ty-Hee.'"



THE IMPERIAL BAKING POWDER
PUREST, & LONGEST, BEST.

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

E. W. GILLET, Toronto, Ont.

The Bridge.

BY MARY GORDON DUFFEE.

Our hearts were glad, our songs were gay,
As on we sped that winter night,
With cloudless skies above our head,
And all earth bathed in soft moonlight.
The Warrior's waves were silvered o'er,
As 'mong the parted hills it swept,
And 'mid the forest's lonely shrine
It seemed the angels worship kept.

From shore to shore the bridge's span
Stretched like the fabric of a dream,
While o'er its massive pillars fell
The glory of the moon's pale beam,
We felt the thrill of that sweet hour,
And from our hearts rose melody,
While, far beneath, the river ran
Its journey downward to the sea.

Fond memory wove a magic spell
Of other scenes and other years,
Of those who loved us, and who left
Us parted in the realm of tears.
We thought how like the fate of all,
The river and the bridge were type,
With some still standing on one shore,
And many crossed to perfect life.

With some still in the shadows drear,
And "they who walk with Him in white,"
While, like the river's ceaseless flow,
One hour in darkness, next in light,
Ran the full measure of our days
Through many winding, weary years,
Sometimes with sunny skies above,
Too oft with clouds and bitter tears.

Can we forget that winter eve,
The bridge, the river and the shore,
The songs we sang, the words we said?
Nay, they shall linger evermore!
And down the days to come will dwell
The memory of that evening dream,
Set to the music of the South,
And sung beneath the moon's soft gleam.

To Hudson's Bay.

J. B. Tyrrell, geologist of the Canadian geological survey, left Edmonton on one of the most remarkable exploring trips that have been undertaken in Canada in the interests of science for many years. His project is to traverse the Barren Grounds from Lake Athabasca to Hudson's Bay by one route and return by another route through the same region within the present year. The Barren Grounds are of immense area, extending from the basin of the Mackenzie and of Hudson's Bay; then to find water flowing north-eastward which will take him into Hudson's Bay. All that he has upon which to base the supposition that there is a practical route is Indian report, and as the Indians have ceased to travel through that region this does not seem to be the best possible authority. However, Mr. Tyrrell is so confident of success that he not only expects to reach Chesterfield Inlet this season, but also to return to Lake Athabasca by another and more southerly route, also across the Barren Grounds. In his travels he is accompanied by his brother, J. W. Tyrrell, who accompanied Lieut. Gordon's "Alert" expedition to Hudson's Bay some years ago, and who then acquired a knowledge of the Esquimaux language, which he now hopes to turn to good account while travelling through the Esquimaux country. Besides the Messrs. Tyrrell the party will include John Flott, of Prince Albert, and four Caughnawaga Indians as canoe men.—Edmonton *Bulletin*.

one to discover a Northwest passage through the Arctic Sea. This led to several partial explorations of the region, chiefly by rescue parties, but the only white man who ever travelled through and described it was Samuel Hearne, who in the last part of the 17th century penetrated from Fort Churchill to the Coppermine River, which empties into the Arctic Sea, and returned to Churchill.

Three years ago Warburton M. Pike, of Victoria, B.C., made an excursion into the Barren Grounds from the eastern end of Great Slave Lake towards the Arctic Ocean in search of musk ox, and added materially to the information existing regarding the region. Mr. Tyrrell's route is far distant from that of Mr. Pike, and as projected goes across the least known part of the whole region, furthest from any trading post, and where no white man but Hearne has ever been. The route to be followed by Mr. Tyrrell will cross that of which Hearne has left an account at right angles, so that Hearne's observations will be of little use to Mr. Tyrrell. His route as laid down is as follows: Leaving Edmonton to reach the Athabasca River at the Landing by trail, 90 miles. Thence he goes by canoe down the Athabasca River 400 miles to the lake of the same name; thence to the east end of the lake and up the river that enters it from the east 300 miles. This part of the route is along a much used trade route and is therefore well known, but at a certain point on the river entering Lake Athabasca Mr. Tyrrell will leave that stream by one of its tributaries entering from the north. From that point nothing is definitely known of the country for the thousand miles which Mr. Tyrrell will have to travel to reach Chesterfield Inlet, a northerly arm of Hudson's Bay, which is his objective point on the bay. He expects to follow the river which he first takes up to the height of land between the basins of the Mackenzie and of Hudson's Bay; then to find water flowing north-eastward which will take him into Hudson's Bay. All that he has upon which to base the supposition that there is a practical route is Indian report, and as the Indians have ceased to travel through that region this does not seem to be the best possible authority. However, Mr. Tyrrell is so confident of success that he not only expects to reach Chesterfield Inlet this season, but also to return to Lake Athabasca by another and more southerly route, also across the Barren Grounds. In his travels he is accompanied by his brother, J. W. Tyrrell, who accompanied Lieut. Gordon's "Alert" expedition to Hudson's Bay some years ago, and who then acquired a knowledge of the Esquimaux language, which he now hopes to turn to good account while travelling through the Esquimaux country. Besides the Messrs. Tyrrell the party will include John Flott, of Prince Albert, and four Caughnawaga Indians as canoe men.—Edmonton *Bulletin*.

A Novel Philanthropic Idea.

THE HELPING HAND VISITORS' CLUB.

"Oh! how I wish I could get out of the hot city for a little rest and change this summer! I can't afford to pay cash for my board; but, in-

deed! I'd be very glad to sew or do any kind of work about the house for it," exclaimed a bright young woman to a sympathetic customer with philanthropic inclinations, whom she was serving. "No; I've no one I could visit," she continued, in reply to the natural suggestion that she might visit a friend.

A few days later the customer was calling at a charming little home in a pleasant suburb, when her hostess, apropos of some pressing duties, said:—

"If I know of some nice young woman who would like to spend a week or two in the country, and who would come and stay here and help me a little with my work each day, I would board her without charge, and be glad of the chance! It would really be a mutual benefit; she would have an inexpensive outing—a genuine outing, too, for I could easily arrange matters so that she might have a good portion of each day for recreation and to enjoy this bracing air and picturesque scenery—and I could get "caught up" in some of my sewing, and have some rest, too; and each would be giving a full equivalent for value received. You're always studying up some plan to help people who try to help themselves, can't you suggest something for my case?"

She of the philanthropic inclinations immediately bethought herself of the bright young woman in the stifling city shop. They talked the matter over, and in less than a week the city girl was enjoying the longed-for country surroundings, while her hostess was equally happy in the prospect of getting "caught up" in her work and having some rest. The experiment proved a perfect success; and thus was sown the germ which has grown into the Helping Hand Visitors' Club, a unique organization, formed on the plan carried out in the first experiment, through which those who have homes in the country and who would like to receive a Helping Hand Visitor for a sojourn of any specified length can be put into communication with respectable self-supporting women in cities—clerks, seamstresses, milliners, etc.—who, though anxious to spend a short vacation in the country, cannot afford the necessary expenditure for board.

Undoubtedly, there are many who would be glad to receive these young women into their homes on the condition that in return for board and lodging they would render some service in sewing or housework, leaving themselves, of course, sufficient time during the day to enjoy the pleasure of walks, drives or other recreations.

A Central Bureau has been established in New York for furthering the purposes of the club, and extending its development in all directions.

Philanthropic women interested in forming local branches for carrying out this great work, housekeepers wishing to receive Helping Hand Visitors, or young women desiring to spend their vacation under such conditions, are invited to address the Secretary of the Helping Hand Visitors' Club, 15 East Fourteenth Street, New York, enclosing a stamped envelope for reply.

The Dundee block on Main street, Winnipeg, was sold in May to Mr. Jerry Robinson, a prominent retail merchant, for \$60,000.

NORTHERN PACIFIC R.R.

TIME CARD.

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

North Bound			STATIONS.	South Bound		
Brandon Ex. Tues. & Sat.	St. Paul Express Daily.	Miles from Winnipeg.		St. Paul Express, Daily.	Brandon Ex. Mon., Wed. & Fri.	
		0	Winnipeg	11.45a	1.00p	
		10	Portage Junction	11.54a	1.10p	
		21	St. Norbert	12.09p	1.24p	
		32	Carter	12.23p	1.38p	
		43	St. Agathe	12.41p	1.56p	
		54	Union Point	1.01p	2.02p	
		65	Silver Plains	1.10p	2.17p	
		76	Morris	1.20p	2.32p	
		87	St. John	1.35p	2.47p	
		98	Letellier	1.47p	3.02p	
		109	Emerson	2.15p	3.17p	
		120	Penibina	2.25p	3.32p	
		131	Grand Forks	2.55p	3.47p	
		142	Winnipeg Junction	3.05p	4.02p	
		153	Minneapolis	3.30a	4.17p	
		164	St. Paul	7.05a	4.32p	
		175	Chicago	9.35a	4.47p	

MORRIS-BRANDON BRANCH.

East Bound.			STATIONS.	West Bound.		
Freight Mon., Wed. & Fri.	Passenger Tues. & Sat.	Miles from Winnipeg.		Passenger Mon., Wed. & Fri.	Freight, Tues., Thur. & Sat.	
11.40a	2.55p	0	Winnipeg	1.00p	3.00a	
7.30p	1.15p	0	Morris	2.50p	7.30a	
6.40p	12.55p	10	Low Farm	3.08p	8.15a	
5.40p	12.27p	21	Myrtle	3.31p	9.05a	
5.24p	12.15p	32	Roland	3.48p	9.25a	
4.40p	11.57a	43	Rosebank	4.02p	9.53a	
4.10p	11.43a	54	Milam	4.15p	10.25a	
3.25p	11.20a	65	Deerwood	4.38p	11.15a	
2.55p	11.03a	76	Altamont	4.50p	11.43a	
2.15p	10.49a	87	Somerset	5.10p	12.25p	
1.45p	10.33a	98	Swan Lake	5.34p	1.00p	
1.17p	10.19a	109	Indian Springs	5.59p	1.30p	
12.53p	10.07a	120	Maricopolis	6.50p	1.55p	
12.22p	9.40a	131	Greenway	6.06p	2.25p	
11.51a	9.35a	142	Balder	6.21p	3.00p	
11.04a	9.12a	153	Belmont	6.45p	3.50p	
10.20a	8.55a	164	Hilton	7.21p	4.25p	
9.49a	8.40a	175	Ashdown	7.55p	5.05p	
9.35a	8.30a	186	Wawanesa	7.47p	5.16p	
8.48a	8.06a	197	Rosenthalto	8.14p	6.09p	
8.10a	7.43a	208	Marlinville	8.55p	6.45p	
7.30a	7.30a	219	Brandon	8.55p	7.30p	

West bound passenger trains stop at Belmont for meals.

PORTAGE LA PRAIRIE BRANCH.

Taking effect Tuesday, Dec. 20, 1892.

East Bound			STATIONS.	W. Bound		
Mixd. No 14 Mon Wed Fri	Pass No 118 Tues Thur Sat	Miles from Winnipeg.		Pass No 117 Tu Th Sa	Mixd No 14 Mon Wed Fri	
12.15p	12.10p	0	Winnipeg	4.15p	3.40p	
11.50a	11.52a	3.0	Portage Junction	4.25p	4.00p	
11.18a	11.33a	11.5	St. Charles	4.35p	4.20p	
11.07a	11.23a	14.7	Readingly	4.50p	4.35p	
10.38a	11.12a	21.0	White Plains	5.07p	5.00p	
10.05a	10.54a	28.8	Gravel Pit	5.25p	5.27p	
9.55a	10.49a	31.2	Lasalle Tank	5.31p	5.35p	
9.38a	10.40a	35.2	Eustace	5.40p	5.49p	
9.11a	10.28a	42.1	Oakville	5.58p	6.15p	
8.25a	9.55a	55.5	Portage La Prairie	6.25p	7.00p	

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

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

For further particulars apply to

CHAS. S. FEE, H. SWINFORD

G. P. & T. A., St. Paul. General Agt., Winnipeg.

R. J. BELCH, Ticket Agent, 468 Main St., Winnipeg.

CANADIAN PACIFIC RY.

Quickest route to the

WORLD'S FAIR.

Direct and Cheapest route to Toronto, Montreal, New York and all Eastern Cities.

— ALSO TO —

Kootenay Mining Country, Spokane Falls and the

PACIFIC COAST.

C.P.R. LAKE ROUTE.

Sailing from Fort William

S. S. MANITOBA, every Tuesday.

S. S. ATHABASCA, every Friday.

S. S. ALBERTA, every Sunday.

Connecting trains leave Winnipeg Monday, Thursday and Saturday.

EXCURSION TICKETS TO BANFF

— TO —

EUROPE

From Montreal every Wednesday and Saturday; from New York every Wednesday, Thursday and Saturday.

AUSTRALIA

From Vancouver to Honolulu and Sydney.

S. S. Miowera..... June 14

S. S. Warriwoo..... July 14

and every month thereafter.

China and Japan

From Vancouver to Yokohama and Hong Kong.

Empress Japan..... June 26

Empress China..... July 17

Empress India..... Aug 7

And every three weeks thereafter.

For full information apply to Wm. McLeod, City Passenger Agent, 471 Main street; J. S. Carter, Depot Ticket Agent, or to

ROBERT KERR,
General Passenger Agent.

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

CONDENSED JOINT TIME TABLE

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

Going South.		STATIONS.	Going North.	
No. 5			No. 6	
Daily	9 30a	Ar Great Falls	De	11 00
	8 50	Ar Vaughan	De	11 40
	8 15	Ar Steel	De	12 20
	6 50	Ar Collins	De	00
Mon, Wed, and	6 20	Ar *Pondera	De	8 40
Friday	8 40	Ar Conrad	De	5 00
	2 50	Ar *Shelby Junct	Ar	6 00
	2 20	Ar Rocky Springs	De	6 20
	1 40	Ar Kevlin	De	7 20
	12 50	Ar Sweet Grass	Ar	8 10
	00p	Ar (Internat'l bound.)	Ar	9 00
	30	Ar *Coats	De	9 00
	10 40	Ar Milk River	De	10 40
	9 50	Ar Bruston	De	11 25
	8 20	Ar Sterling	De	12 55p
	7 00a	Ar Lethbridge	Ar	2 10

Going West.		STATIONS.	Going East.	
No. 2			No. 3	No. 1
Daily	7 00p	De Dunmore	Ar	8 55a
	10 30p	De *Gravey Lake	Ar	12 45p
	2 00a	Ar Lethbridge	De	4 45p
				5 40a

Meals.

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

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

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

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

Manitoba and Northwestern R'y Co.

Time Card.

Taking Effect June 1st, 1893.

Regular passenger trains run as follows:

WESTBOUND

Leave Winnipeg at 8.40.

Tuesday, Thursday and Saturday for Portage la Prairie Rapid City, Yorkton and intermediate stations. Mixed trains leave Minnedosa on arrival of passenger trains as below.

EASTBOUND.

Leave Rapid City and intermediate stations Monday, Wednesday and Friday. Mixed trains arrive at Minnedosa as below.

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

Passg. Tues. Thurs. and Sat'dy		STATIONS.		Passg. Mon'y Wed'y and Friday
8 40	Lv	Winnipeg	Ar	17 30
10 45		Portage la Prairie		15 25
12 30	†	Gladstone		14 00
13 35		Neepawa		12 33
14 23		Minnedosa.		11 50

Mixed Tuesdy to Russell Sat. to York'n	Passg. Thurs only		STATIONS.		Passg. Friday only.	Mixed Mon'y. from York'n Wed'y Russel.
15 45	Ar		Rapid City	Lv	10 00	
14 50	14 30	Lv	Minnedosa	Ar	11 40	11 05
16 00	15 21		Newdale		10 47	9 40
17 30	16 09		Shoal Lake		10 02	8 10
19 30	17 33	†	Birtle		9 00	6 30
20 55	18 18		Bincarth		8 00	4 40
22 10		Russell		3 30
2 00	21 05	Ar	Yorkton	Lv	5 10	24 10

† Meals.

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

W. H. BAKER,
Gen. Super't

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

P. DALY,
Real Estate and Land Agent,

EDMONTON, N.W.T.

Will give on application, full and reliable information, regarding the

EDMONTON DISTRICT, ALBERTA, N.W.T.

Write for pamphlet, etc. Improved and unimproved farms for sale, at prices ranging from \$3.00 to \$10.00 per acre, within easy reach of Railway Station, School Houses, Church, Etc.

THE WESTERN CANADA
Loan and Savings Company.

Capital, - - - - \$1,500,000.00

Reserve Funds - - \$850,000.00

Head Offices, Toronto.

Branch Offices, Winnipeg.

WALTER S. LEE, - Managing Director.

W. M. FISHER, - - - - - Manager.

Moneys advanced upon Farm and City Properties. MORTGAGES, MUNICIPAL DEBENTURES AND SCHOOL DEBENTURES purchased. Scrip held for use of clients. Clients title deeds are not sent out of the Province, but are lodged in the Company's vaults at Winnipeg, where they may be examined at all times. Agents at all principal points throughout the Province.

For further information write to the Manager of the Winnipeg Branch.

FREE FARMS FOR MILLIONS

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

MANITOBA AND THE WESTERN TERRITORIES OF CANADA,

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

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

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

Climate.—The Healthiest in the World.

The Canadian Government gives **FREE FARMS OF 160 ACRES** to every male adult of 16 years, and to every female who is head of a family, on condition of living on the land and earning independence for life to every one with little means, but having sufficient energy to settle.

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

MANITOBA,

—THE GREAT—

GRAIN & CATTLE PROVINCE

Has Within its Borders Homes for All.

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

1887 THERE WERE UNDER CROP 663,764 ACRES.
 1891 THERE WERE UNDER CROP 1,349,731 ACRES.

Increase 685,967 acres

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

Free Homesteads In some parts of Manitoba.

Cheap Railroad Lands \$3.00 to \$10.00 per acre. Ten years to pay for them.

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

NOW IS THE TIME TO OBTAIN A HOME

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

Good Markets, Railroads, Churches, and Schools.

AND MOST OF THE COMFORTS OF AN OLD SETTLED COUNTRY.

INVESTMENT OF CAPITAL

There are very good openings in many parts for the investment of capital in manufactures and other commercial enterprises.

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

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

Or to The Manitoba Immigration Agency, No. 30 York Street, TORONTO.

Manitoba Immigration Agency, Moncton, N.S.