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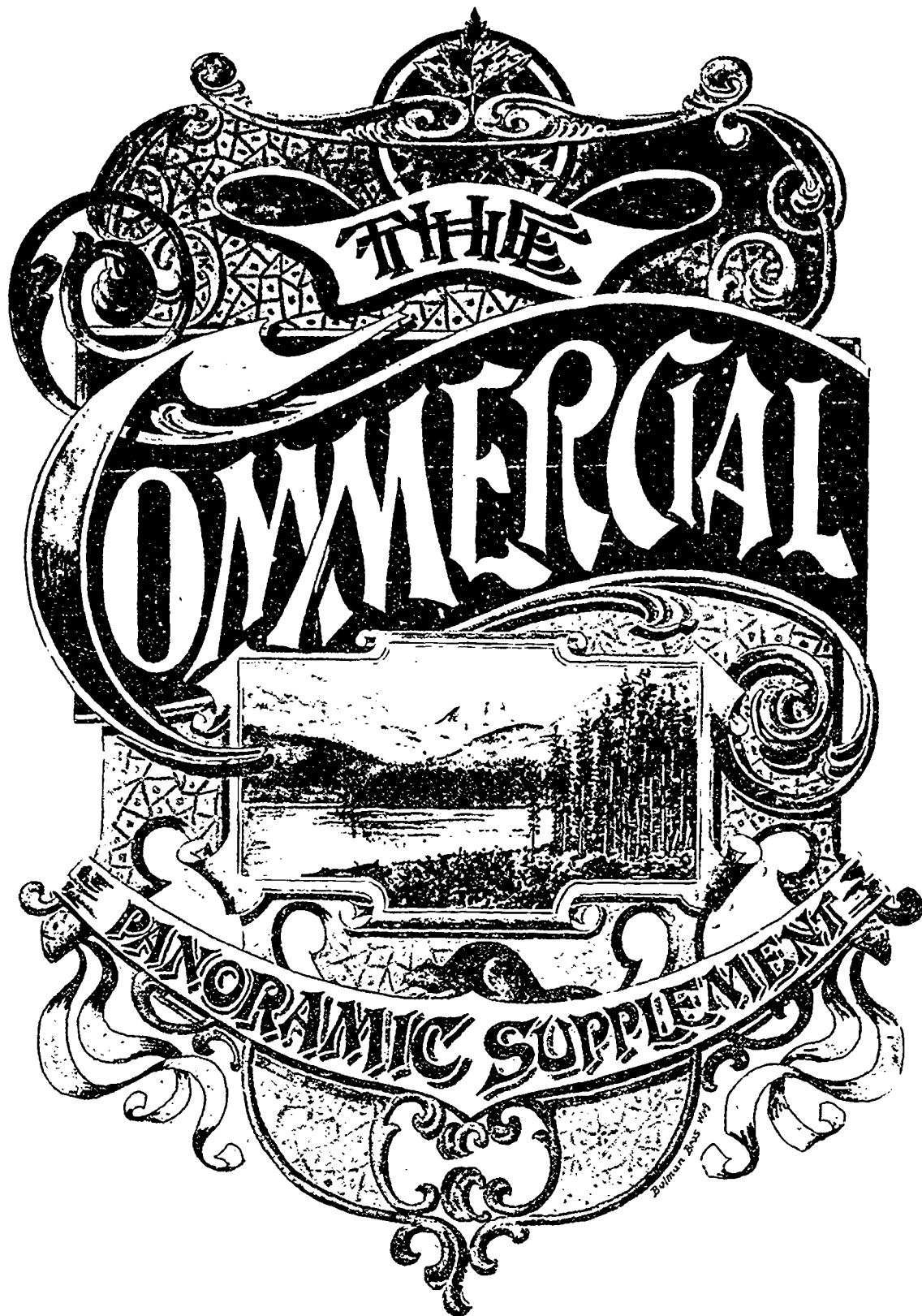
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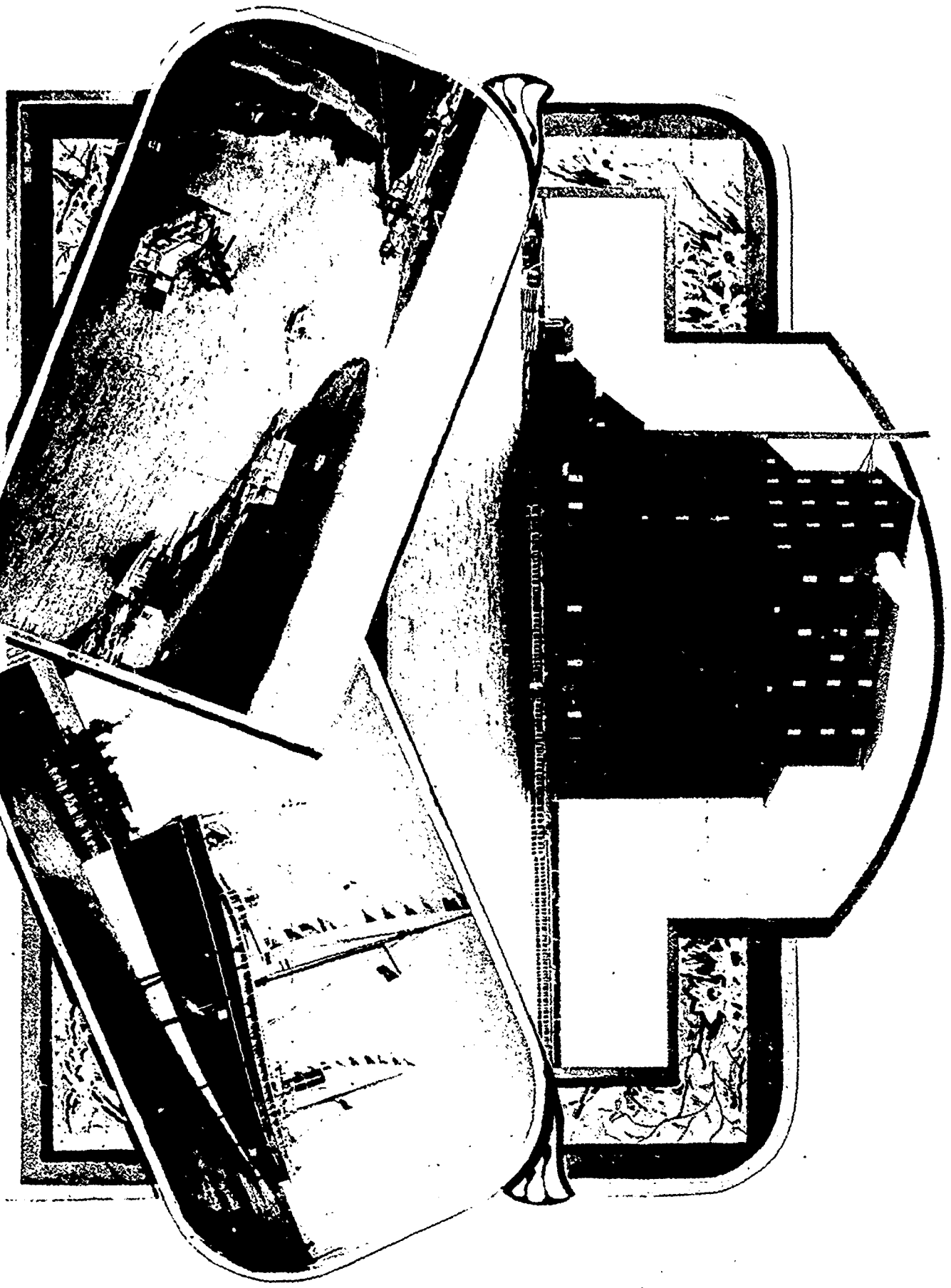
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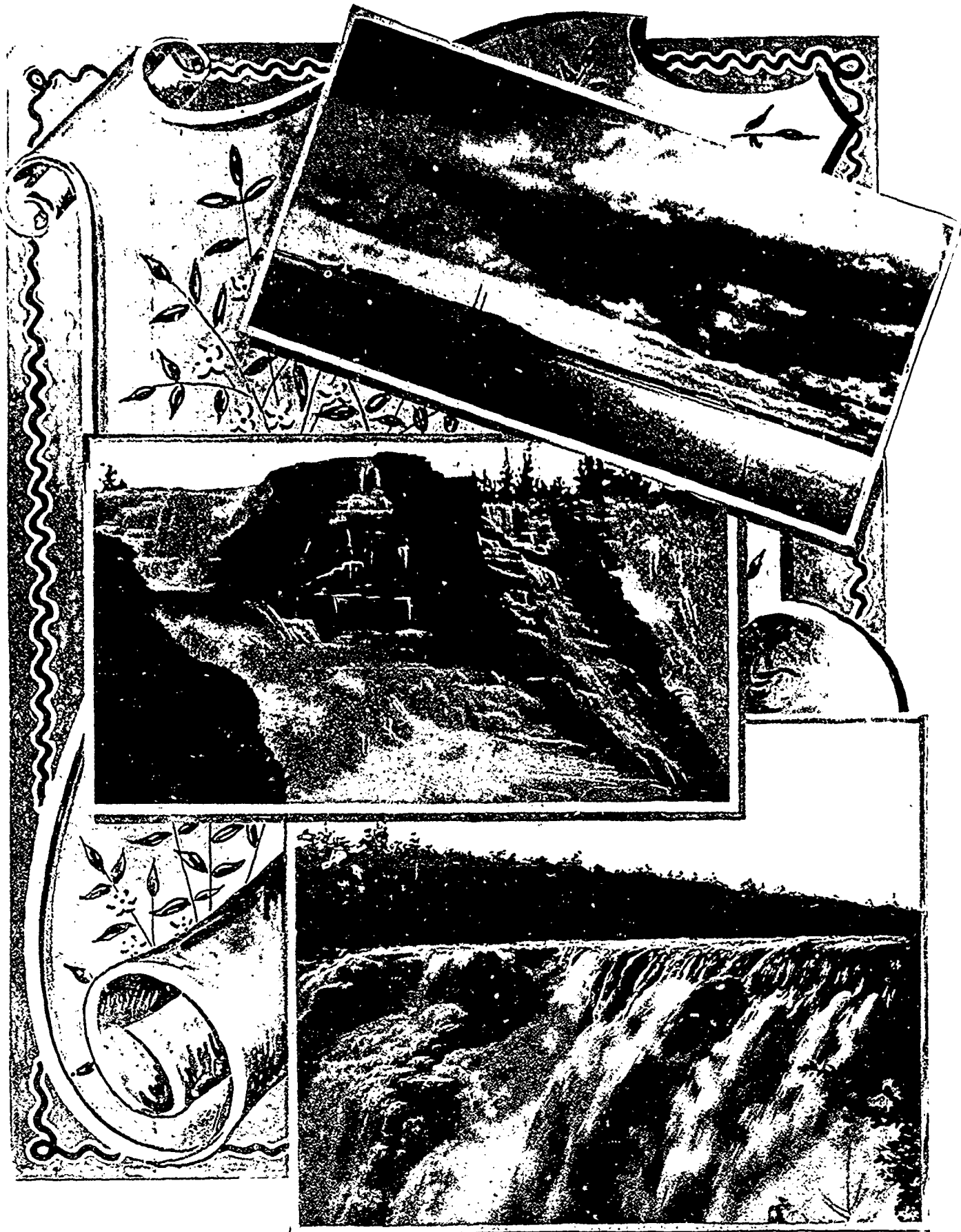
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JAMES E. STEEN, PUBLISHER.

SUBSCRIPTION: \$2 PER YEAR IN ADVANCE.

PANORAMIC SUPPLEMENT.

WINNIPEG, JULY 23RD, 1894.

INTRODUCTION.

THE TOURIST and other pleasure seekers have had floods of literature written for them regarding what may be termed Western Canada, or that portion of the British Empire stretching from Lake Superior on the east, to the Pacific shores on the west; and the settler in search of a Western home has been deluged with information regarding the rich farming lands of Manitoba and the Northwest, and the valuable mining fields, fisheries and other attractions of British Columbia. On the other hand the class of information, of greater value to the commercial public of the East and Europe, relating to this vast stretch of country with its varied resources has been but slenderly supplied, given forth in detached fragments about special localities in journalistic efforts, the bulk of it being contained in the regular weekly issues of this journal, and therefore only known to regular readers of THE COMMERCIAL and other periodicals which have supplied it piecemeal, so to speak.

In this Panoramic Number it is the intention, by condensed sketches and illustrations, to convey to the reader some idea of the commercial prospects, progress and possibilities of this great country, and at the same time to give quite a share of attention to the all-important matters of agricultural progress and advantages, while not failing to convey to the lovers of nature a glimpse of the grandest and most varied collection of scenery to be found in any country on this globe.

As stated the sketches will be condensed and necessarily concise in their descriptive parts, but it is hoped that a pretty clear idea of the whole country will be given to the reader, who will carefully peruse the work and if it falls short of doing what it was intended to do it is because of the magnitude of the undertaking.

This publication is probably the most comprehensive and extensive ever undertaken in one issue of a Canadian journal and all the publishers desire is that the travelling business man with a copy in his possession will have a kind of directory which will post him in a short and easy way on what he wishes to know about this great land of Western Canada.

THE GATEWAY.

IT has been stated that where Nature stores her greatest treasures, she invariably surrounds them with a forbidding frown, and the coast around the North-western shores of Lake Superior certainly corroborate this statement. Frowning rocks piled up in chaotic confusion, depository on top at one place, and granitic in another, all frowning down upon the deep blue father of inland waters, Lake Superior, and presenting in their formation a tangle, which would craze the student of geology in his attempts to dissect and unravel. Such are the frowning sentinels which nature has placed along this coast to guard the rich mineral and timber resources stretching away westward to the prairie-land margin and the rich agricultural lands stretching thence to the breast of the Rocky Mountains.

To get fairly started on our panoramic course it is necessary to find an entrance through the rocky barriers above described and the places of entrance are few, and distant from each other. The one destined by nature to be the main gateway is unquestionably by Thunder Bay and the estuary of the Kaministiquia River. Leaving the outer waters of Lake Superior and rounding the great Thunder Cape, which rises abruptly from the water to a height of some eight hundred feet, we enter Thunder Bay and here find ourselves in a wide, partially sheltered roadstead, which has formed a temporary refuge for many a lake craft during time of storm. Islands lying off from ten to twelve miles from the mainland form the breakwater of this roadstead, and away inside of these can be seen the line of an artificial breakwater, inside of which is the harbor of Port Arthur, and the main and only navigable outlet of the Kaministiquia River. This harbor affords anchorage room for an unlimited fleet of vessels, where they can lay in smooth water during the wildest storms, and the line of wharves along the river shore give ample accommodation for the unloading and loading of vessels of heavy as well as light tonnage. The artificial breakwater has completed one of the finest harbors to be found on the great chain of American lakes, while the dredging of the Kaministiquia, accomplished a few years, has furnished several miles of a navigable stream where vessels of heavy draught can ply thus completing the course of lake navigation to the town of

Fort William several miles up stream, while for over a dozen miles further westward the river is navigable for craft of light draught. Here then we enter the gateway, through which must pass for all time to come the traffic between the great prairie land westward and the densely populated centres of the East and Europe. What a busy channel of traffic it must in time become, is probably comprehended by only a few and that few only those who have endeavored to estimate the untold resources of the great Northwest yet to be developed and made available for mankind. We have entered the gateway and our first landing is in the live town of Port Arthur.

THE TOWN OF PORT ARTHUR.

BEFORE the visitor has spent forty-eight hours in Port Arthur he is in love with it as a summer resort. The view from the place across the expansive bay to the great Thunder Cape, and the peep through the narrow blue channels into the vast lake beyond is enchanting, while the gently rising site of the town and its surroundings, furnishing terrace after terrace from which the fine view of the Bay and Lake can be had, all combine to make it a place where the pleasure seeker would delight to linger, especially the pleasure or health seeker who is in search of a midsummer resort where a cool lake breeze steals inland at night and makes sleep calm, refreshing and delightful. All these attractions are to be found at Port Arthur, but the visitor of a practical turn of mind will soon pass these over and become absorbed in the study of the natural resources of the surrounding country and the great commercial prospects and possibilities of this gateway point.

Although for nearly forty years there were a few adventurous spirits located on or near the present site of Port Arthur it was not until after 1870 that the place began to take shape as a point of permanent settlement. Before that time the village of Fort William, now West Fort William, was the central point for the surrounding country. Over one hundred and twenty years before, the old Northwest Fur Company, the rival of the Hudson's Bay Company, had a post there, and before their day this was the point from which the voyageurs started on their western trips of exploration. After the union of the Hudson's Bay Company and the Northwest Company, the amalgamated corporation retained their post there, and it still held its position as the main post east of Fort Garry on the Red River.

In 1870 Sir Garnet Wolseley and his forces for the quelling of the first Riel rebellion at Fort Garry landed at what is now Port Arthur and the gallant general asked the residents that the place be called Prince Arthur's Landing, a name which adhered to the place until 1883, when the C.P.R. line thence to Winnipeg was nearing completion, when the name was changed to Port Arthur by the Railway Company and put into their time tables under that name. From that date commenced the rapid growth of the place until in five years it had reached a population of considerably over three thousand and became recognized as a prominent Lake Superior port.

At the present time Port Arthur possesses a number of fine business buildings much more substantial and

imposing in appearance than can be found in the average western town of similar size and some of the mercantile houses carry stocks and do a volume of business not to be underrated when compared with those of towns of twenty thousand population. There are altogether one hundred and twenty-four business institutions in the place, most of them purely mercantile, while the real estate interests including brokerage of mining property are represented by only two houses, a fact which clearly indicates that Port Arthur is no boom town where real estate speculators control everything which offers a profitable opening. The hotels too, are among the largest and finest to be found between Toronto and Winnipeg. The Northern Hotel for instance, on the Lake front, with its accommodation for over one hundred and fifty guests, with all modern conveniences and comforts and its beautiful and unobstructed view of the wide bay and lake beyond, is an institution one would never expect to meet with in a town such as Port Arthur, or in fact in any town of less than 20,000 population. A terrace higher so to speak and with the same unobstructed lake view is the Algoma House with its beautifully wooded park adjoining, accommodation for about seventy-five guests and every convenience and comfort of the medium hotel, furnishing a lovely temporary home for the pleasure or health seeker. Several other well conducted houses are to be found of smaller dimensions, among the number the Albion Hotel and the Bodega Hotel and Restaurant. There is in Port Arthur accommodation of a good class for nearly one thousand visitors, without calling upon the aid of the private boarding-house keeper. Such a state of affairs is altogether out of keeping with a place of under 4,000 population, but these advantages should contribute to make Port Arthur what it ought to be, one of the most popular pleasure resorts on the northern portion of this continent. Such is the first view of the business appearance of Port Arthur that meets the eye of the visitor after he lands there. But a closer scrutiny is necessary in our panoramic work and we shall refer to industrial and business affairs generally in detail.

THE FISHING INDUSTRY.

An industry which goes on silently and with very little show of activity is the fishing business, and yet it is quite a valuable one to the town of Port Arthur. The business is now thoroughly organized and carried on by two companies, one of which gathered in and sent to market in 1893 over three quarters of a million pounds of white fish, trout, sturgeon, pickerel and other fish. The second company is fairly organized and at work this year, although last year their operations were light. However the two companies shipped in 1893 fish to the value of close upon \$100,000 and these shipments found a market practically from the Atlantic to the Pacific coast. As a steady-going industry, fishing is a valuable one, as it is yielding results all the year round, the close season for one kind of fish leaving the open time for others, and the number of men employed varies but little, the range being from one hundred to one hundred and twenty.

THE CLEANING ELEVATOR.

One of the illustrations in this number shows the elevator of Messrs. Marks, King & Co., at first intended for a storage elevator with a capacity of 250,000 bushels.

The present owners have turned it into a cleaning elevator, where the wet, smutty and otherwise damaged cars of wheat are sent for treatment before being marketed. The institution has been fitted with the most modern machinery, is well equipped in every respect and is managed by Mr. King, one of the proprietors, who is a thoroughly practical grain man. The wonders which can be performed with damaged wheat in this elevator have to be seen to be believed. Cars of grain dirty, smutty and in bad condition generally, are cleansed from their impurities, and shipped out again to take their place among the higher grades of fine milling wheat.

FORT WILLIAM.

ABOUT three miles west of the present town of Fort William, at the place now known as West Fort William, lies the site where nearly two hundred years ago stood the trading post of the old North-West Fur Company, which for many years contended with the Hudson's Bay Company for the right of fur-trading with the Indians west of Lake Superior; and many were the squabbles, quarrels and even bloody animosities between the agents of these rival corporations, the whole culminating in the shooting of Hudson's Bay Governor Semple, and the sacking of Fort Douglas on the Red River by the North-westerners in 1816. Five years later the two rival companies amalgamated, and formed an unassailable monopoly in connection with the fur trade from Lake Superior to the Rocky Mountains in British territory, and as far north as the Hudson's Bay. Fort William then became the eastern gateway of this amalgamated company's operations, while York Factory on the Hudson's Bay became the Northern gateway, and thus matters practically remained until Canada acquired the Northwest in 1869.

It was not until about eight years ago, when the Pacific Railway fixed their terminal point and located their shops, roundhouse and such like where they now are, that the present town of Fort William began to take shape, and its growth since then has been something phenomenal. To-day Fort William has over eighty places of business of every description, and a population of over three thousand, which is steadily and rapidly increasing.

Although Fort William has a scattered appearance, the town extending over a large area, the solidity of many of the buildings and other things in view indicate that the settlers in the new portion of the town came there with ideas of permanent settlement. There is a decided scarcity of the slim shack, improvised as a store or other place of business, which is so characteristic of the young western town, and the appearance of permanency prevails everywhere.

The most remarkable institutions for appearance in Fort William are the three huge elevators of the Canadian Pacific Railway Co., which at a distance look like Egyptian Pyramids rising from the river bank. The illustrations on another page show clearly these great grain receptacles, where annually the bulk of the grain shipped from the rich prairie land in winter is stored, awaiting the opening of spring and lake navigation and the means of cheap transportation to the Atlantic and the towns of the eastern provinces. The three elevators are distinguished as A, B and C, and have a combined storage capacity of about four and a-half millions of bushels.

Fort William seems destined to become a city of large dimensions, in fact in time Port Arthur and Fort William will extend and meet each other. Already a well managed electric street car service furnishes half hourly trips from Port Arthur and West Fort William, and other links binding the two together are certain to be formed as time goes on. At present there is that rivalry peculiar to contending towns lying beside each other, and it has been frequently carried to an unwarrantable length. The day is not far distant, when these two communities will discover that their interests on all main points are identical, and that their course lies in working in unity for the development of the rich country surrounding.

In this work the eyes of the reader will, as a rule, be kept looking westward, but from the two towns on the western lake margin a look eastward is interesting. This Thunder Bay must remain for all time to come the lake outlet for the products of the great prairie land beyond. Already about 15,000,000 bushels of grain from that country pass annually out through this gateway, and it will be astonishing how soon that aggregate will increase to one hundred millions. A look eastward is necessary, to see how this great product can be cheaply carried to the Atlantic. The present canal and other water facilities are altogether inadequate, and the deepening and otherwise improving canals and other waterways, must be a favorite project of all interested in the progress of the coming cities of Thunder Bay. A canal system, which would allow vessels of twenty feet draft of water to pass through, is what not only Thunder Bay people, but the people of the vast prairie land want above all others improvements. Vessels which could load here for Europe, would cheapen transportation to such an extent, as to greatly stimulate grain production in the prairie north-west, and outside of the development of local resources, the progress of the prairies of the west will add most to the prosperity of Fort William.

MINING AFFAIRS.

DURING the past ten years the mining industry has done much towards the prosperity of Pt. Arthur, Ft. William and surrounding country, and it is to be regretted that the present unsettled state of the silver market has caused a temporary cessation of mining operations in this region. It has been demonstrated beyond a doubt, that in this locality can be found a number of the richest mineral seams in America and all have the advantage of being easy of access, the altitudes being all less than 1,000 feet above sea level.

Mining and prospecting has no recent date for its origin in the Thunder Bay region, as will be seen from the following extracts from a special number of *The Colonist*, published in May, 1889, and headed:

MINING HISTORY.

FIRST PERIOD.

There are evidences of mining operations by the ancients at different places, where various crude implements, stone hammers, etc., have been found together with positive proofs of work done. Although it is known when the first free gold discovery was made by a white man, yet it is difficult to find the exact date when silver was first discovered on the north shore of Lake Superior.

In 1815 some mining was done by Colonel Prince on Spar Island and on Prince's Bay location on the mainland, in search of copper, but it resulted in discovering in the vein grey copper ore carrying a high percentage of silver. In 1846 the Montreal Mining Com-

THE COMMERCIAL—PANORAMIC SUPPLEMENT.

pany employed Professor Sheppard and a large party of men to explore and locate lands along the north shore, and they located during that year 27 blocks of mining land on the mainland, and some islands in front of them, near by, but did no mining work on them at that time. These grants were two miles wide and ran back from the coast five miles, and contained ten square miles each. But for the next sixteen years little was done beyond a few spasmodic exploring efforts and testing some of the Thunder Bay silver properties in 1816-5-7.

The district's mining history is divided into three periods, separated by intervals of idleness—the first period of work beginning with 1816, the second in 1833 and the third in 1882. Attention was first directed to the region by the copper finds on the south shore of Lake Superior, and by Sir Wm. Logan's suggestion of similar riches on the Canadian side, and the government accordingly sent Mr. Logan in 1816 to investigate the Canadian shores of Lake Superior, and during this inspection some silver veins were found, some having rich pockets of ore.

SECOND PERIOD.

This opened a much more active stage, especially in the silver district about Thunder Bay, and the discovery in 1863 of hematite and magnetic iron ores at various places from Port Arthur eastwards along the Lake shore gave evidence of the possible future in this line. In May, 1835, Peter and Donald McKellar, of Fort William, discovered the Black Bay lode on location 6, afterwards known as the Enterprise Mine, now in McTavish township, which carries some gold and a little silver, besides other minerals. Some other galena lodes were also found here including the Cariboo and Arctic, some testing work being done at the second in 1872 and at the last in 1881. In most of the early discoveries of the McKellar brothers was associated Mr. John McIntyre, then chief factor of the Hudson's Bay Company for the Fort William district. But the second great period of mining for precious metals in the region really began with the discovery in September, 1836, of native silver and of silver glance (argentite) in the Thunder Bay mine, by Peter McKellar. In May, 1837 George A. McVicar of Port Arthur found silver in the Shuniah or Duncan vein. The Wallbridge and lot 11 veins were located in 1863, and the former had a shaft sunk, but they also seem to have been considered as copper and galena bearers simply, and galena was also found at McKellar's Harbor, an 81 foot shaft being sunk in 1878.

In 1838 the Montreal Mining Company sent out Thos. MacFarlane and a small party of men to examine and report upon their lands, and that spring he found silver on Jarvis Island, part of the company's property. A month or two later in the same year was discovered the now famous Silver Islet Mine, on another island owned by the same company, the discoverer being a Mr. Morgan, one of Mr. MacFarlane's men. This islet was but a small wave washed rock about 75 feet long and 15 feet wide in the broadest place, and was only eight feet above Lake Superior, lying half a mile from the shore thereof, yet during its 16 years' successful working it produced in quantity the handsomest native silver and richest silver ore the world has ever seen, and greater value in bullion from the amount of veinstone broken than any known silver mine.

In the spring of 1839, McKellar's Island mine was found by John and Donald McKellar and in this year also Thompson's Island was located by Mr. MacFarlane for the Montreal Mining Company. Then came the discovery in 1870 of the Silver Harbor or Beck mine by Ambrose Cyrette and "Little" Campbell, two well known explorers of this section, and in the winter of that year miners from that mine found the 3 A mine. In 1872 two Cornish miners found the Cornish mine. These discoveries were followed by the McKellar brothers finding silver at McKellar's Point and at 3 B on the main shore, on the same diorite dyke as Silver Islet. Discoveries of silver were also made on Victoria and Pie Islands, the latter lying at the entrance to Thunder Bay and on the main shore on location 51 B near Big Trout bay and near the international boundary. Some testing work was done on them, notably at Pie, Jarvis, Thompson's, McKellar's and Mink islands, at Stewart's location and Starurgeon Bay, etc. Silver was found also in the Weesau vein on the properties comprising 1 T to 6 T inclusive, and on 26 T, 27 T and 28 T on Little Gull Lake, and on several of the locations on the southern shore of Arrow Lake at its western end. These last were made by Americans named Kindred and General Baker. With these discoveries were others on lands now in the townships of McIntyre, McGregor, McTavish, Neebing and Paipouge. Of these there were the Trowbridge location, which adjoins the Duncan mine in McIntyre township, the Wallbridge mine, the Parasseux vein near the Parasseux rapids of the Kamistiquia river, and the Slate river location on lots 1 and 2 in the first concession of Paipouge. To these add the properties known as F 16 and Y 1, southwest of Paipouge township, with a few locations north of McIntyre, and the Algoma mine on locations 21

to 25 in the fourth concession of Neebing township. Silver was also discovered on Lambert island, in Thunder Bay, and on various locations on the shore of that bay, east of Port Arthur. Further east near Little Pic river silver was found on several locations by Ambrose Cyrette on C 45, on V 49, V 50 and V 51, by W. Pritchard, Donald McKellar and J. McLaurin, all of Fort William, and on location 1, between C 15 and V 49 and also at the Ecirre mine, about three miles west of Black river. During these discoveries silver was also found in places within the present town limits of Port Arthur, at the Singleton mine and in its very streets, for a tea chest full of very rich ore containing native silver was taken from a very small vein or seam a few inches wide that crossed Water street in front of the store of Messrs. Thomas Marks & Co.

THIRD OR PRESENT PERIOD.

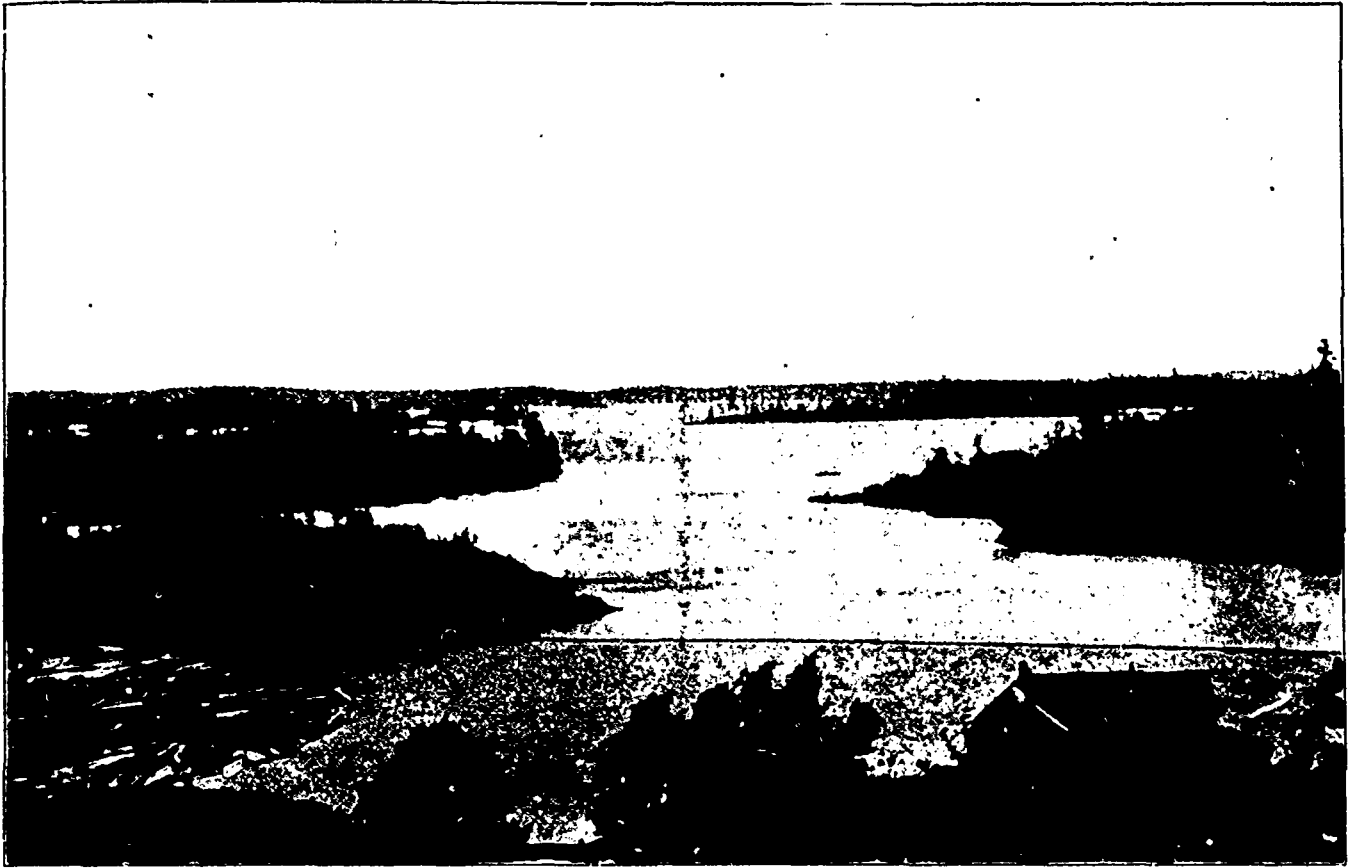
During the whole of the time past mentioned operations on a large scale were going on at Silver Islet mine, keeping alive silver mining in the district until fresh interest and increased work were caused by the working of the Huronian gold mine and the discovery and working of Rabbit Mountain silver mine in 1882 and several other important mining discoveries were made creating greatly renewed interest and confidence in the permanent value of the mineral resources of the country. This was increased by the opening of the Canadian Pacific Railway from ocean to ocean through the Thunder Bay district in 1883-84. This led to the more extended working of the Huronian mine and to partial development of the Highland, Tip Top, Kam Kam, and some other gold locations.

After the Rabbit Mountain discovery came in rapid succession Rabbit Mountain Junior, Silver Creek, Twin City or Porcupine and the Beaver silver mines—all discovered in 1883 by Capt. Daniel McPhoe and Oliver Dounais, and all within a radius of four miles. After these came the finding of the argentiferous veins on mining locations R 48, 140 T, 149 T and 141. The next important discovery of silver ore was in 1884 on the east and west ends of Silver Mountain, these properties being pointed out to Oliver Dounais by Weesau (Louis Bokachanini), the same Indian who directed him to the Rabbit Mountain vein. Soon after this, in 1884 and 1885, followed rapid discoveries of argentiferous veins on the locations known as silver bluff (R 61), Silver Hill (R 70), Crown Point (R 95), Silver Falls (R 110), Palisades (R 97 and R 98), Sunset Lake (R 80 and 81) and also on R 60, R 64, R 79, R 90, R 109 and 174 T. To these add the Balger, Cariboo, Big Bear, Elgin, West Beaver, Silver Victoria, Silver Wolverine, Silver Fox and several others.

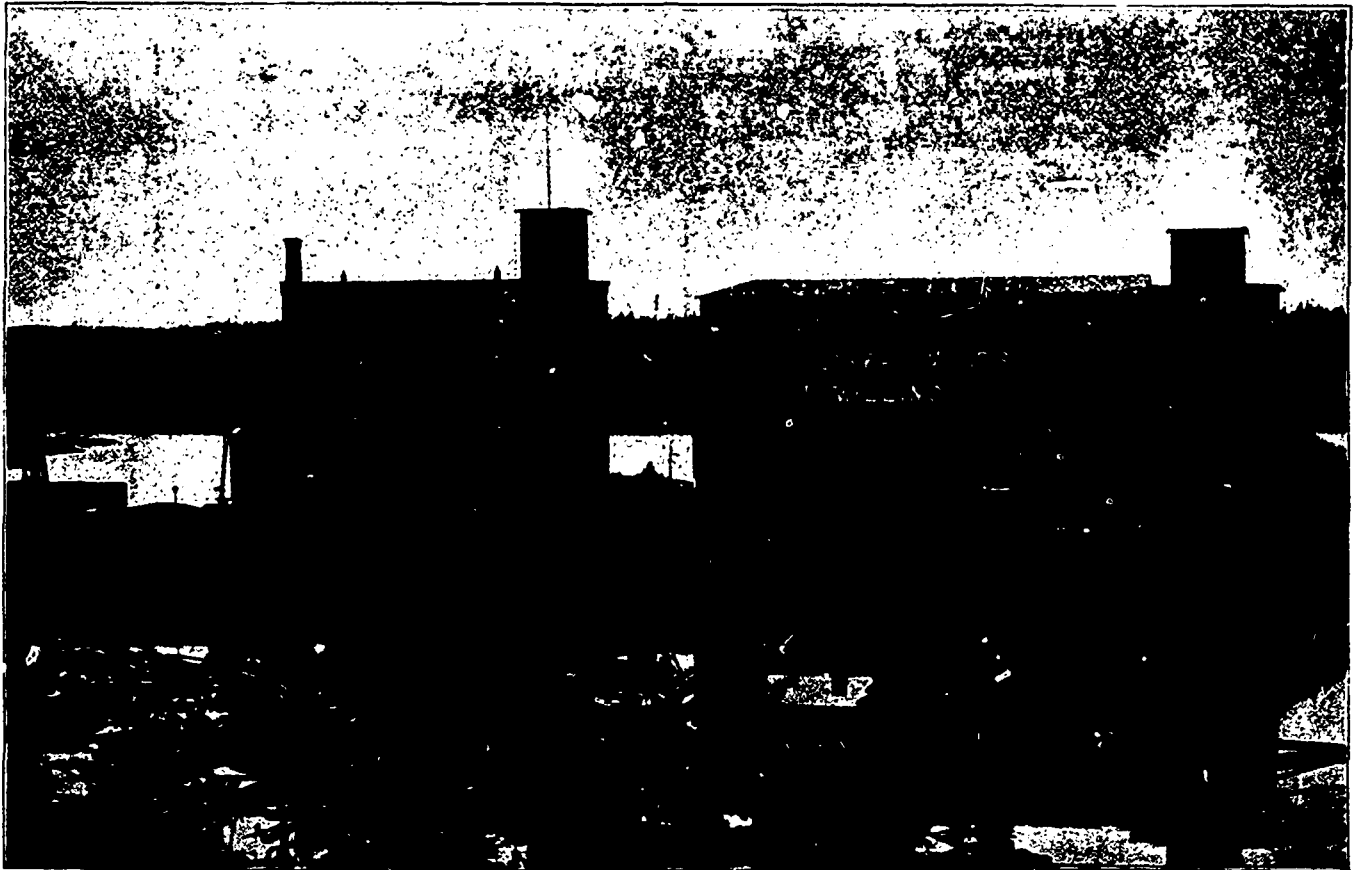
THUNDER BAY DISTRICT MINING.

Like all other regions dependent largely upon silver production, the Thunder Bay district is feeling the pressure of the present unprecedented depression in the silver market, while the shyness of capital, and want of confidence in the great money centres of the world, no doubt adds to the undesirable state now existing. Of the dozen or so of silver mines, which three or four years ago were in full blast of production, and giving employment to hundreds of men, only two or three are doing anything at present. That this state of affairs can be permanent, no one possessed of any knowledge of mining will admit. Vein after vein of rich silver ore are only lying waiting for a more favorable turn in the affairs of silver, and a little more freedom to investment of capital, to bring the district back to real activity, and start mining agoing again, not as a basis of hazy speculation, but as a live industry, which will give good remuneration for labor, and liberal returns on capital invested. To the mines which have been profitably worked in the past, quite a number of rich fresh discoveries have been made of late, so that once the present depression is over, silver production is likely to start out on a period of rushing activity, such as has not been heretofore experienced in the Thunder Bay region even in its liveliest days.

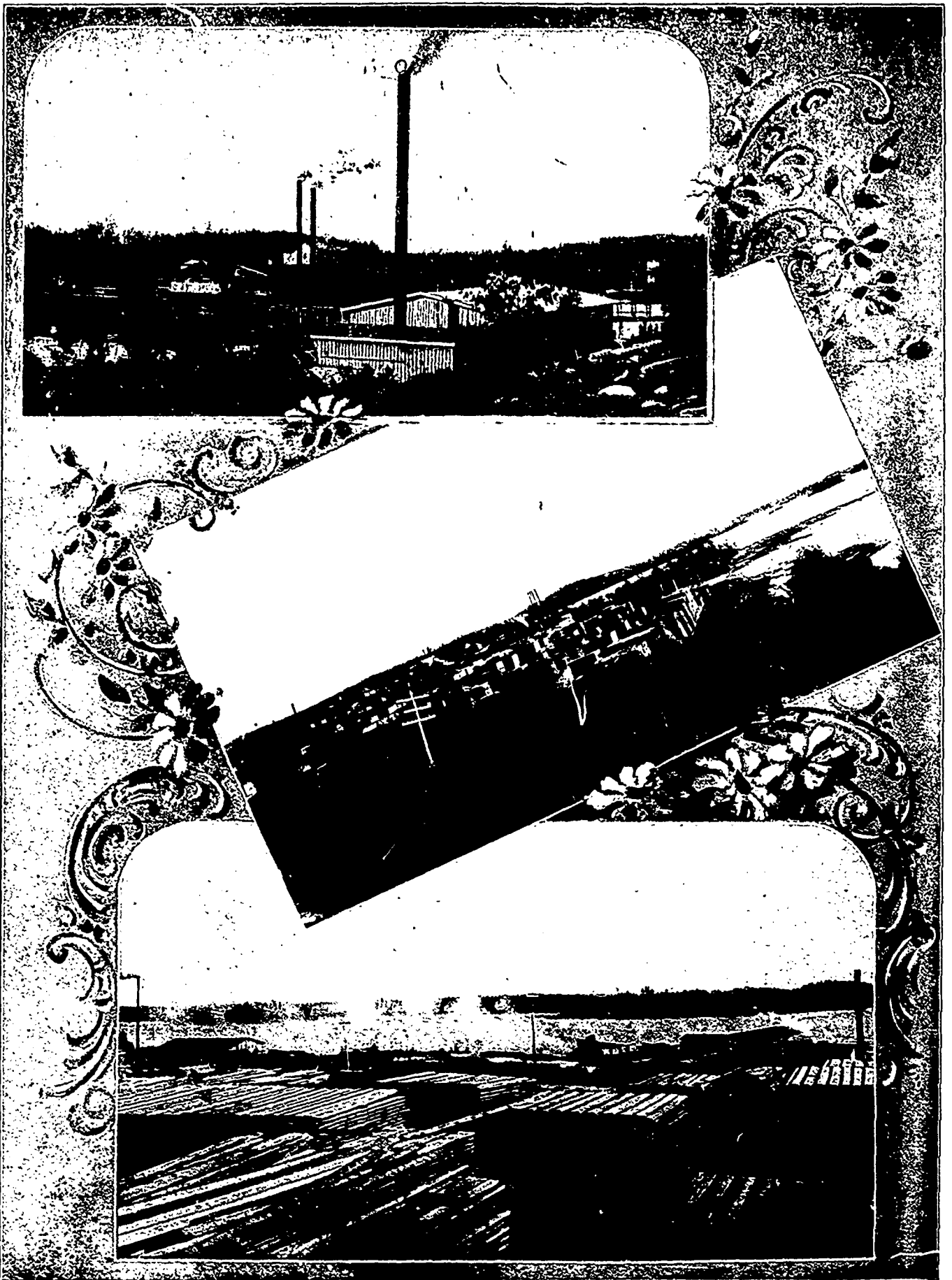
But the mineral wealth of the Thunder Bay region is not dependant upon silver production alone. The country west of the Bay has been swarming with explorers of late, and a number of rich gold ore finds



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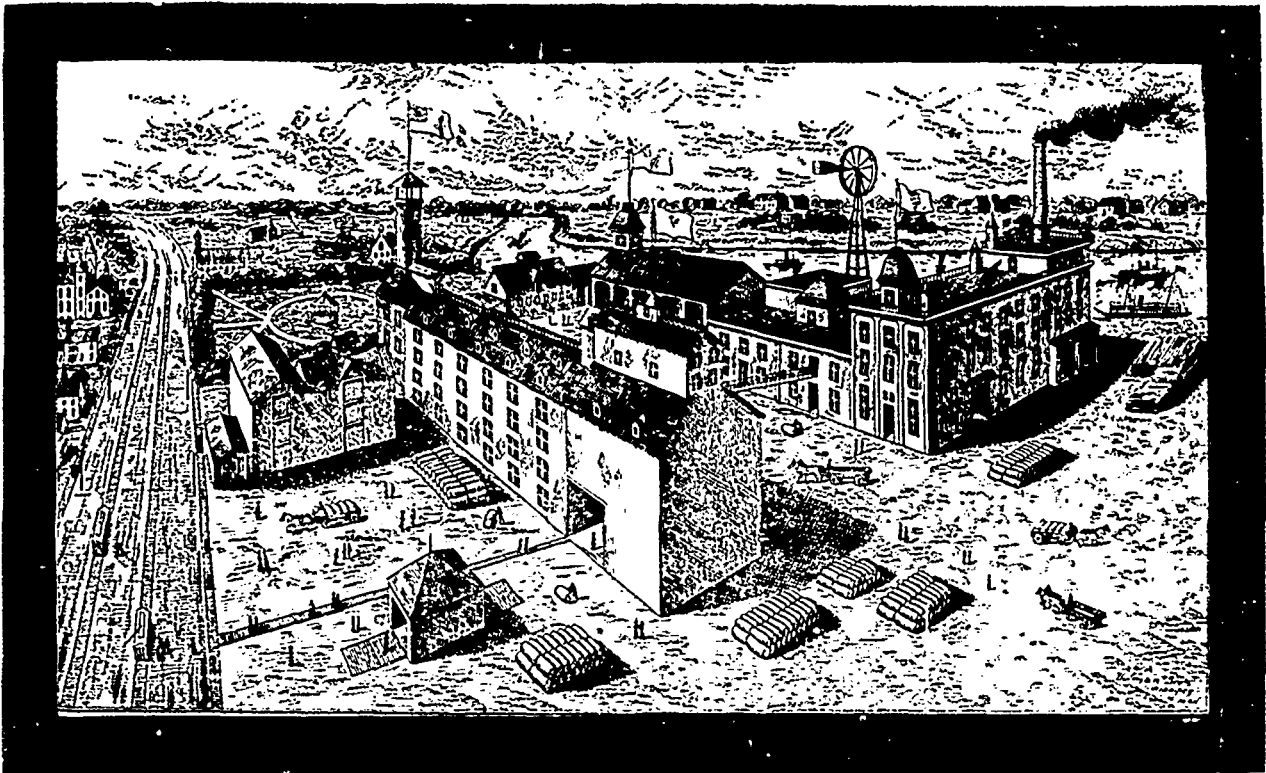
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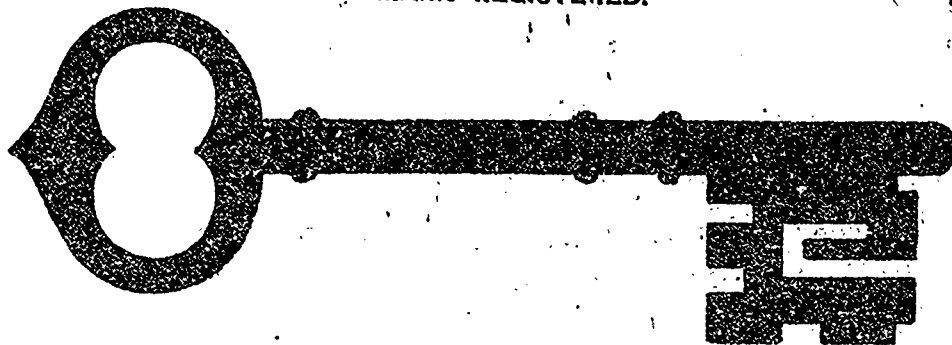
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Families can order these goods from their grocer or direct from the factory—Telephone, 20 Jack. Put up in cases of two dozen bottles. If desired will furnish assorted cases, consisting of any four different brands.

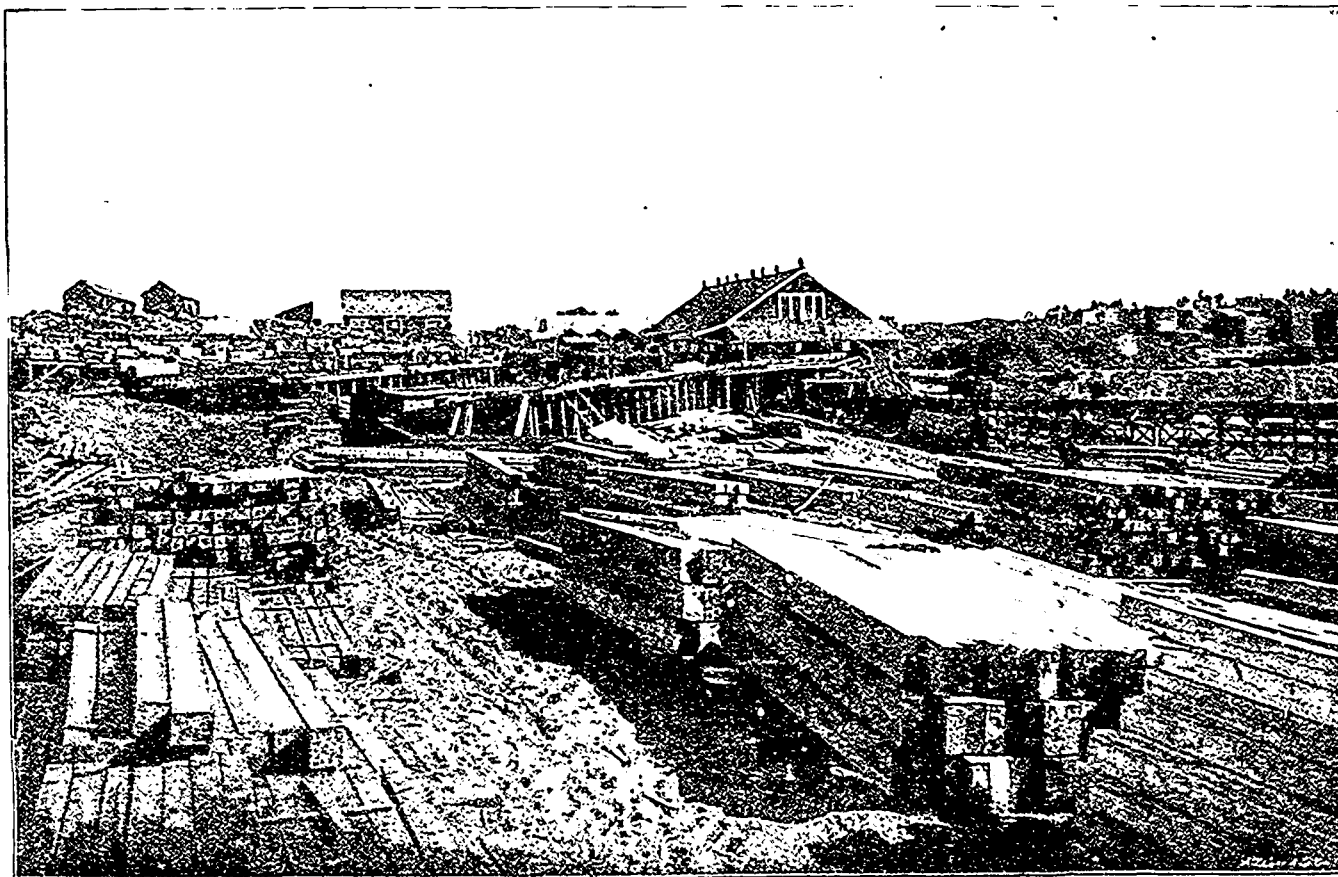
Ask for the **GOLDEN KEY BRAND** Aerated Waters, and see that the design of a golden key is on every bottle. This design is our trade mark and is protected by registration in the Department of Agriculture, Ottawa.

NO RUBBER or any like material is used in stoppering our bottles. Contents come in contact with nothing but the **FINEST CORK.**

EDWARD L. DREWRY, NORTH MAIN S
WINNIPEG.



A CHIPPEWA INDIAN POW WOW.



KEEWATIN LUMBER MILLS, KEEWATIN



RAPIDS NEAR THE FIRST FALLS.



VIEW OF THE LAKE OF THE WOODS FROM SULTANA MINE.

have been made. Prominent among these is the Huronian lode, where a practical test of milling six hundred tons has been made, showing a minimum yield of seven and a half dollars, and a maximum of over ten dollars a ton. The lode is practically inexhaustible, and the great bulk of the ore is free milling, and consequently capable of being developed at very moderate cost. Taking these conditions into consideration, this mine is one of the most valuable on the continent, and one which should attract the attention of capitalists. Numerous other gold finds have been reported of late, some of which will doubtless prove valuable ones.

Efforts to locate the area in which the greatest mining wealth of the region, can be found, go to show, that stretching northwest, west, and particularly southwest from Thunder Bay for about one hundred miles, embraces an area which has seldom been equalled by any country for mineral wealth. At the distance named in a southwesterly direction, the great Atikokan range is reached, and here lies a mine of valuable iron ore, such as cannot be excelled on this continent, and possibly in the whole world.

The Atikokan range has a practically inexhaustible supply of rich magnetic iron ore, which shows but light traces of sulphur, scarcely any trace of phosphorus, and not a trace of titanium. Iron manufacturers in Chicago and elsewhere have tested this Atikokan ore, and pronounce it a fine smelting ore, of a grade higher than any yet worked on the Lake Shores, and its development on a large scale is dependant entirely upon railway communication. A line of fifty miles in length either from the C.P.R. main line, running south, or one of the same length from the Port Arthur, Duluth and Western, running to the north, would open up this valuable iron range, and furnish a route to quite a number of the new gold veins recently discovered. That this road will be built at an early date is certain, and only the depressed and uncertain state of monetary affairs prevents the work of construction from going on this present season. Anyhow, the months will not be many, until mining affairs in the Thunder Bay district will be active and rushing once more.

WESTWARD HO!

LEAVING Port Arthur and Fort William on the westward journey, the traveller soon loses sight of Lake Superior and as the locomotive snorts up the valley of the Kaministiquia, the traveller views a succession of beautiful woodland scenery, with just enough hill and valley to take away every thought of monotony. Through brush and timber over gorge and along hillside the line of the Canadian Pacific Railway makes its tortuous winding way, leaving the traveller buried at one moment in a wooded gorge, then rushing out suddenly into a broad expansive valley, where a view of the winding river is had. At some points you see the broad placid pool, then at others the boiling rapid or roaring cataract. The falls of Kakabeka are passed, one of the most beautiful cataracts of the west, where the poet or lover of untutored nature could linger forever over the scene. Quite extensive patches of cultivated lands are to be seen in the valley also, and there are thousands of acres of good lands there which will yet be brought under the care of the agriculturalist. Such is the succession of ever changing views to be met going westward up

this beautiful valley. But there is more than rustic beauty in the surroundings for the rocks around are rich in deudectic veins of valuable mineral ore which will yet contribute to the wealth of Canada, while away to the south and north of the railway line are millions of acres of pine and spruce timber as yet comparatively untouched by the axe of the woodsman.

The Kaministiquia Valley is passed through in less than two hours, the last bridge over the same is crossed, then the Mattawan is crossed and the last patches of cultivated land are lost to view and the traveller finds himself in that vast stretch of rough and irregular country which stretches from the Lake Superior slope to the edge of the Red River Valley on the westward.

Although this vast stretch is comparatively valueless for agricultural purposes the resources of the country are valuable nevertheless. This is the great timber region from which the treeless prairie land of the west must draw its lumber supplies for generations to come, and already the lumberman has cut swarth after swarth in the places near to the railway line, while the great forests beyond are comparatively untouched. The rocks too are mineral bearing, and the mining prospector has located many a claim between the Kaministiquia and the Lake of the Woods.

The appearance of the country is rough and the geological formation, or rather the utter absence of any order in formation, speaks of an age of volcanic anarchy which has left the tantalising geological chaos of to-day.

Although rough in surface the country as you travel westward furnishes a panorama of rock, lake, stream and wood, that is ever changing and yet ever beautiful. Some of the lakescenery is enchanting. Hay Lake, Eagle Lake, Vermillion Lake and Hawk Lake all have fairy-like scenery and after over two hundred miles of such travel the Lake of the Woods, the Queen of American Lakes, with its thousands of islands is reached, and here the traveller had better rest for a few days at the thriving town of Rat Portage or the busy village of Keewatin.

THE LAKE OF THE WOODS.

IT is simply impossible to give in print anything like a clear idea of the natural beauty of this lake and its islands, bays and channels, and the engravings illustrating this work show only a few among thousands of views equally and even more attractive in beauty. Why pleasure seekers do not swarm here in thousands during the summer season, instead of to resorts where the hotel bill of fare is the main attraction, is a matter hard to understand. But then there is no accounting for taste, even in selecting a place of resort for the summer months.

Here the traveller will meet with the Indian in his native wilds, and those he will meet will be the descendants of the once fierce Chippewas or Ojibewas, as their nationality is sometimes termed.

Strange to say, these poor aborigines are less contaminated with the vices of the white races than any other tribe of Indians which have been brought so much into contact with the whites. Another notable feature is, that there are fewer of them who can be claimed as converts to the Christian faith. They have but a limited knowledge of religion of any kind, but what they have is unquestionably Pagan. They have their Manitou, the great good spirit, and their Mache

Manitou, the great evil spirit, and while they have no form of regular worship of the former, they still retain their superstitious dread of the evil work and influences of the latter. In their own line of life they display considerable industry, but in the pursuits of the white man, like all other Indians east of the Rocky mountains, they are indolent, shiftless, and to a great extent helpless. They are all wards of the Dominion Government and receive regular bounty in money and provisions through the Indian Department.

Although the war dance and other pageants of the barbarous days are discarded, it is astonishing how these people cling to some of the forms and ceremonies handed down from their forefathers.

Quite a number of the social rights and ceremonies are observed about the time of treaty payment, when a large gathering can be secured. Religious rights or ceremonies of a pagan nature are not to be seen, and indeed it is difficult to discover any form of religion amongst them, or anything more than their hazy superstition about their good and evil Deity. Quite a number nominally profess the Christian faith, but none have as yet proved enthusiasts. Among those who have adopted the names of white people, it is noticeable that the Scripture names such as John, James, David, and so forth are the favorite cognomens.

The best course to follow in furnishing an idea of the scenic beauty of the Lake of the Woods, and at the same time of the legendary lore of the Indians around, is to quote the following article written last fall for a special number of *The Colonist* by the writer. In that journal it appeared under the heading of

ANOTHER ROUTE.

It was from Keewatin we started, although Rat Portage could serve equally well as a starting point. The little tug "Cruiser" conveyed our small party; and after clearing the narrows at the entrance to Keewatin Bay, we shot away in a southerly direction, while a stiff westerly breeze lashed the white capped, short and choppy swell against the broadside of our little craft, causing her to heel over and pitch a little, but only enough to give a really enjoyable motion. We had selected the most boisterous day for weeks for our trip. One of those days made up of bright lights and severe shades with somewhat of a chill in the breeze when clouds hid the sun, but comfortable in temperature when the great orb again shone clearly.

We had not crossed the channel lying between the long neck of mainland on which Rat Portage, Norman and Keewatin are located, and the maze of islands to the south, before a squall with a shower of rain struck us and for a few minutes made us tighten our wraps around our forms. But it was of short duration and the sun soon dissipated all discomfort with his returning rays.

As already stated our course was southerly at first, but once this channel was crossed to give in detail the courses steered in our tortuous windings amid this archipelago would be a matter impossible. Once entered this maze of islands is almost as bewildering as it is beautiful. Around you can see islands large enough to be mistaken for portions of the mainland, others with an area of a score of acres or less, and some mere dots on the surface of the water: then some are covered with tall spruce, birch and white cedar with dense brush hanging down into the waters of the lake, others have been swept in past years by forest fires, and the tall trunks of former giant trees, black and charred in some instances, and bleached pale by exposure to storm in others, with the deep green undergrowth of brush around their bases, gave such islands a curious and somewhat weird appearance. Among the smaller islands were some which rose abruptly from the lake, the timber upon them being tall and verdant, giving them the appearance of a huge pile of some green matter. Look in any direction and islands met your view, all differing in the details of their outline, and yet all blending into one expansive view, as unique as it is beautiful, as enchanting as it is grand.

We have heard of fairyland in our childhood, the dream of the morning of life and here in the afternoon of life the reality is before us. It only requires the fairy queen wand in hand and her light-footed following to appear and we have in reality scenes as hazily beautiful as we ever feasted our eyes upon in the trans-

formation scenes of the pantomime of our childhood. We could wish we were children once more, that our impressions from the scene might be as pure as they then were.

Through this cluster of islands we steamed for the greater part of an hour, turning points, and in and out of narrow channels in the most tortuous manner, sometimes a wide bay would be opened up, where a two mile stretch across unbroken water met the view, then a sudden turn to right or left would shoot us into some narrow sound between two islands whose abrupt banks crowned by lofty spruce and other trees made our water channel dark and shadowy. Following this tortuous course we at length entered the Na-Mangoos-a-cawaing, or, as it is called in English, Trout Sound. Here we passed through a long, narrow and somewhat winding channel, with unusually high land on either side surmounted by tall trees and with dense green brush down to the water's edge in many places. About the middle of the course through this sound, the limited view shaded as we were from the sun's rays, was sombre, yet beautiful, while the feeling of isolation or loneliness would soon prove oppressive, had we to linger there, so thoroughly shut out did we seem from everything of life. And yet we were only a half dozen miles or so, by the crow's course from the busy town of Rat Portage, and the great Canadian Railway which links the Atlantic and Pacific coasts.

Travellers differ widely in the impressions made upon them by scenery of different kinds. There are some sordid people, who could gaze on the great Niagara, and have in their minds only calculations as to how many turbine wheels, and how many horsepower could be harnessed down to industrial work by the waters of the great cataract. Others again can view such scenes only with romantic spectacles and see only inspiration for the poet or the painter. But it would be difficult to find man or woman so sordid and practical as to view Lake of the Woods scenery and think only of how many millions of feet of lumber could be sawn out of its forest covered islands, or how much precious metal could be crushed out of its gold-bearing rocks. These are calculations not to be overlooked entirely, but to almost any mind they must be matters for secondary consideration, when the fairy-like beauty of the ever changing scenery is viewed.

Some minds cannot view beautiful scenery such as this lake presents without hunting for historic associations, or, if the reliable chronicler has not given anything to the world, a hunt for legendary associations. This weakness the writer must confess, and in looking for historic matter around the Lake of the Woods the work is comparatively a fruitless one. The history of the lake and its thousands of islands is a blank until the past quarter of a century, which furnishes some common-place events scarcely worth recording. Even the accounts of the old voyageurs of the eighteenth century, so far as they can be reached are only records of the petty squabbles of rival fur traders of the Hudson's Bay Company and the Northwest Fur Company, before the interests of these two great pioneer corporations were united in 1826.

Even the Indians on the lake seem to have but few of the old legends of their tribe to furnish to the enquirer, and this seems strange, for the Indians are pure descendants of the Ojibewas, as they were at one time named, which name has been modernized into Chippewa, to suit the tongue of the white invader.

Any person who has read backwoods Indian tales in his or her teens, would naturally look for records of strife between the white invader and the red man, or between the tribes of the latter. As stated, even the legends of the Indians are few and not always romantic. There are some handed down, however, and the visitor will not be astonished, after visiting the Na-mangoos-a-cawaing, to know that it was the scene of one massacre of Sioux Indians by their hereditary enemies the Chippewas.

AN INDIAN TALE.

After the Chippewas had driven all opponents out of the lake country, and away into the yellow land of the western plains they enjoyed comparative peace in this land of their adoption and fished and hunted with impunity westward to the borders of the prairie land, into which bands of their tribe made occasional forays, plundering and murdering their old enemies the Sioux and the Sac and Fox tribes. Seldom did the Sioux venture into the lake country, as they were even less able to cope with the Chippewas through lake and brush, than the latter were to meet them openly on the plains, where the horses of the Sioux told so much to their advantage.

On the town site of Keewatin, quite close to the lumber mills of Messrs. Dick & Banning is the site of an old Chippewa camp, where a powerful chief ruled over some two hundred and fifty warriors with their squaws and papooses.

Isawash, as the chief was named, had gone through many a fierce fight with the Sioux, and had brought home from his many forays scores of scalps of his enemies. He was advancing in years, and while his forays into the yellow plains had been few of late

years, his hatred of the Sioux had lost none of its intensity. He had no sons left, for three of them had met their death in war with the hated enemy, and two of their scalps were supposed to be ornamenting the tepees of the Sioux. He had one child, Cheeknaguaybeek, or the Lake Lily, a daughter, the fame of whose accomplishments had spread among all the Chippewa bands on the lake and even down to the borders of the prairies on the southwest among warriors who had never seen her.

Indian life and Indian story have many points similar to white life and white story. Maidens will fall in love and without having the consent of their fathers either. So it was with the Lake Lily of the Chippewa camp. She had seen but little of warfare from her childhood and had only shared in the rejoicing and the spoils, when the warriors of her tribe came home from a successful foray into the Sioux country. Still she had the inborn admiration for the daring and the brave.

Keesheahminisay, or the Kingfisher, had attracted her attention more than any of the braves of her father's band, for his bound was the most agile, his arrow was the truest in aim after the antelope, his hooks and his nets seemed to bring in more fish than those of any other brave, and his canoe had time and again defied the wildest storms which the Macho Manitou sent sweeping across the lake, and sped its course safely to shore, seemingly only playing with the angriest waves of the storm. Naturally such a suitor would fare well with the lovely Indian maiden, especially when it is added that his love for the Lake Lily was as pure as his heart was brave.

How Keesheahminisay let his passion be known to the maiden, or discovered that he was an accepted suitor, or how he faced the stern old chief and asked his daughter for a wife, the modern version of this legend does not state. In a modern romance this would fill up a couple of chapters, but in this story, as it is handed down, it is simply stated as a matter of fact that he went through the ordeal but was not altogether successful with the old chief. The stern old warrior simply informed him that he should have a chance of proving himself worthy of the maiden.

One day Isawash called together and met the braves of his tribe in council of war. He told them how his heart, though older and beating more slowly than in the impetuous days of youth, was as brave as ever and as fierce against their enemies, the Sioux. He longed to wipe out the blood of his lost sons in a deluge of Sioux blood and he had determined once more to attack the Sioux in their own yellow land. Not to make a foray with a few of his braves who would strike a blow in the night and hurry back with the spoil; but to go there with every brave of his tribe and deal out a blow that their enemies would long remember and tremble when they thought over it. Some of his braves loved peace and did not care to go to war. They were secure in their present camp and that made them dislike war. But he asked them to once more for the last time follow him to the fight, he was their chief and their medicine man also, his wisdom had kept them strong and free from disease and had done much to guarantee them their present rest and safety. Once more he asked them to trust to his wisdom on the war path and to be ready next morning to start on a war expedition against the Sioux. In the closing of this speech he pointed to his only child on the outside of the ring of warriors in council and said: "There is my light of eye, the centre of my heart, she shall be given as the squaw of the brave who brings home most Sioux scalps from this war." It is needless to say that every brave of the tribe agreed to follow their old chief once more on the war path and that night all was bustle and preparation for starting next morning.

As the story goes there was a secret meeting of short duration that night between Keesheahminisay and the chief's daughter and the young brave avowed his determination to bring back more Sioux scalps than any brave of the tribe or fall by the Sioux arrow, knife or tomahawk. How he fulfilled his promise and how he received his reward the story faithfully tells.

By grey dawn next morning Isawash and twelve score of his braves manned their birch bark canoes, each warrior in his war paint and armed for the fray. Their course was across a portion of open lake to Buffalo Bay on the mainland. There they arrived in safety and cached their canoes before camping for the night, carefully obliterating every trail that would lead to the hiding place. Early next morning they were on the march westward and at night selected a safe camp near a small lake.

On the morning every brave was puzzled to note the troubled look on the face of their chief and all were astonished to learn that he proposed an immediate return to their home. He had dreamed a terrible dream and he felt certain all was not well with the unprotected families they had left in their home camp. Former dreams of Isawash had proven timely warnings to the tribe and the greater number of the party were ready to follow his advice. This was specially so with the older warriors who knew that no cowardice could be imputed to their chief and who put

the most implicit faith in his dreams. A few of the younger braves thought that age might have blunted their chief's appetite for war, but they dare not express such an opinion.

After holding a council it was decided to return and the homeward march was commenced. It was not until the morning of the next day that they reached Buffalo Bay and searched for their canoes, but the search was a hopeless one. They were gone and not a trace of where they were gone left. An ominous silence crept over the whole band and the worst results were feared. It was not a time to halt in idleness however, and as the birch trees grew around in abundance, the work of making fresh canoes was at once begun and in two days all were once more afloat and on their way home. No rest was taken night or day and early on the second morning they entered the Na-Mangoos-a-cawaing. As they entered they thought they heard loud sounds from the channel across one of the islands. Quickly scouts landed and clambered up the bluff where on the other side of the island they saw their former canoes manned by Sioux braves who were singing their usual song of victory. Quickly they returned and communicated the ominous and dismal news. The band of Isawash wavered the orders in silence. Quickly and silently the Chippewa flotilla divided in two parts almost equal in strength, each making for one of the two shores of the sound. In a few minutes every canoe and warrior was hidden in the brush that lined the shores on either side and as the Sioux paddled around a point into the channel not a sound met their war song except its echoes from the tall banks. They were in a hilarious mood, but when they reached a point at the narrowest part of the sound their mood was quickly changed, for a shower of well directed arrows came from each bank which changed the song into a yell of astonishment and terror. They were thoroughly surprised and trapped. They could see no enemy on whom to return the fire, and as the arrows continued to pour in with deadly effect a general attempt at flight was made, but it was a futile one. Scarcely a canoe was without one, two or more wounded or dying men, and paddling at any speed was completely stopped. Quickly the canoes of their enemies swarmed around them from both sides, manned by braves who were even on equal grounds their superiors with the paddle. The Sioux fire of arrows was wild and almost harmless, while that of their advancing foe was cool, deliberate and deadly. The chances of war were all with the Chippewas and they let no chance slip. Soon the canoes crashed into each other and work with the knife and tomahawk commenced. The Sioux were overpowered in numbers by their assailants, a large proportion of their braves being dead or badly wounded from the first fire. A few of their canoes shot out from the thick of the fight, but they were quickly overtaken and their occupants slain. Only three of the Sioux managed to reach a narrow neck of land some distance away, but not one ever returned to their home in the yellow land to tell the tale of the fight.

But it is time to look after Keesheahminisay our hero now. The sound of the Sioux song of victory sent a pang to his heart, for he knew it meant death to his future happiness. He had only revenge to live for. In the fight he showed the agility and fierceness of a tiger and seemed to cast aside all ideas of personal safety. One large canoe still manned by six sturdy Sioux paddlers might have escaped had he not sprang into it from the prow of his own craft and in a terrible struggle against such odds killed three of his opponents before relief came from his own party. At the close of the fight he was able, though bleeding from numerous wounds, to throw at the feet of his chief a bundle of Sioux scalps much greater than was possessed by any brave of his tribe, but only to receive the sad smile of the aged warrior.

The fight over, the victorious Chippewas followed carefully homeward the trail of the Sioux band, and on a little bare rock in a bay they found the body of Cheeknaguaybeek. Her captors had discovered that she was to be the prize given to the bravest Chippewa returning from the foray into their country and with a fiendish mockery they took her dead body, dressed it up in all the savage finery at hand, such as would be worn only by a chief's bride, and propped it up on this rock where it could not fail to be seen by the returning Chippewas.

As the canoes clustered round the little rock all looked to the face of the aged chief but one. That one was the young warrior who had won her in war. Springing upon the rock Keesheahminisay encircled the waist of the dead girl with his arm and lifting the other hand to his chief he said, "Father, she is mine." They were his last words, for loss of blood from his many wounds had about drained the life current and staggering backward he fell dead beside his dearly won prize.

The Indian record of the great event tells how the Chippewas returned to find at their camp home only ashes, blood and the mutilated remains of squaws, paposes and the few aged and helpless men they had left behind. Only about a dozen of the younger and stronger squaws and a few of the oldest paposes were afterwards found in a famished condition in the surrounding

brush, to which they were fleet enough to escape from their would-be captors and murderers.

But we must leave our Indian tale and proceed on our cruise through channel and bay, and through such we pass for almost half an hour before we reached what is known as Manitou. From the Trout Sound to this point we had met with no more very narrow places, but as we steamed out from between two islands into the broad Manitou the sight was a grand one. Here in several directions there is a stretch of five or six miles of water, unbroken except by an occasional jutting rock peering up like a dot on its surface. A gale of wind was blowing, and the short choppy swell of the different narrows and land-locked bays we had passed through now changed to a longer and higher sea with white crested tips breaking on the bows of our little craft, and freely baptising us now and again with spray. This is the widest and stormiest part of the lake, except on the large stretch to the south which has to be crossed by craft bound for the entrance of the Rainy River. The breeze was stiff, but the sun was bright, and the dancing of our little craft gave a most enjoyable feeling. Away in all directions rose up the dots of islands, while in the further distance larger ones overlapped each other and looked like portions of a continuous mainland. The sight was one to be long remembered by any one with an eye for the beautiful.

Once fairly into this lake basin our guide pointed out to us the celebrated Manitou Island, from which the broad basin takes its name. It was about three miles on our lee, and looked about the most uninteresting and unattractive of all the surrounding islets. Its bare rocky sides stretched down to the water facing us, and the light of the sun gave it a peculiar reddish brown appearance. But with all its unattractiveness this small island is the most interesting among the thousands on the lake. Indian superstition attributes many strange things to it. Whether the Manitou the great and good spirit can visit the little island or not, the superstitious Indians cannot decide, but they are fixed in their belief that on this rocky islet the Mache Manitou, or great evil spirit holds undisputed sway. No Indian canoe was ever known to go near its rocky beach and should the course of any party of Indians bring them within sight of it, no eye would be turned towards it, no paddle would be pointed at it, and no voice would dare to utter the fact of its proximity. Seldom does any Indian canoe come into the broad basin where it can be viewed, all such craft as a rule seeking a course through some other channel where the dreaded islet is hidden from view. The war song, the song of victory, or the song of festivity is hushed as soon as the canoe nears any opening to the bay through which the fear inspiring isle can be seen, and the gap through which it can be viewed is paddled across in sullen silence and as rapidly as possible.

The superstition regarding this island is, that if any one dares to speak within hearing of the great evil spirit, or looks or points at the isle where his malicious and whimsical will rules supreme, he will cause one of his wild storms to sweep across the broad basin, and woe betide the poor canoe and its freight which may be caught in the storm thus hurled at it by this malicious and capricious pagan deity.

It would seem that the Mache Manitou either has no dislike to white men or is afraid to offend them by storms or otherwise. Those pale faced desecrators have denuded his island of timber and have no scruples whatever about landing thereon, especially as there is good fishing to be found in close proximity to it.

Leaving the broad Manitou, we had but two hours more of a sail through channel and bay until we reached the further shore of an island known by the very unromantic name of Copper Island. Why this richly-wooded island, with its two bays from opposite sides almost dividing it in two, should be so named is a question we were unable to get a solution of. All we could find out of interest to the pleasure seeker and lover of sport was, that around its shores black or rock bass can be caught in plenty.

No matter how enchanting scenery may be it cannot satiate the animal appetite, and when our party arrived at Copper Island, we were very pleased to repair to one of those floating lumber camps and regale ourselves with a goodly cargo of the conventional pork, beans and potatoes and other camp delicacies.

After roaming for a time through the brush on this island we started on our home trip, and as the wind kept quieting down and the clouds clearing away as the afternoon advanced the homeward trip was one much more tranquil than the trip outward. When we reached the broad Manitou once more a brilliant rainbow illuminated the sky, and as one end rested on and lit up the rocky slopes of the isle of Manitou, while the other rested on a heavily wooded islet some miles distant, we had a view of a grand proconium arch formed by nature which no art can ever depict and which will be long remembered by our small party who viewed the beautiful display.

The rest of our homeward trip was calm and tranquil and as we steamed across the channel to the entrance to Keewatin Bay the waters of the lake were smooth and glassy, while the lingering rays of the sun, now set behind the western bluffs, tipped each promontory and peak with a pale purple tint, while the reflection of the twilight sky on the lake lit up its waters with tints varying from the pale silver, through the dull golden to the deep lurid red. The day was altogether one of the most delightful ever spent by the writer during a life of nearly 50 years. Midnight brought sleep, the sweet refreshing sleep resulting from a day in the fresh open air. It brought pleasant dreams also, in which the legendary horror of the Na-Mangos-a-cawaing played no part.

THE TOWNS ON THE LAKE.

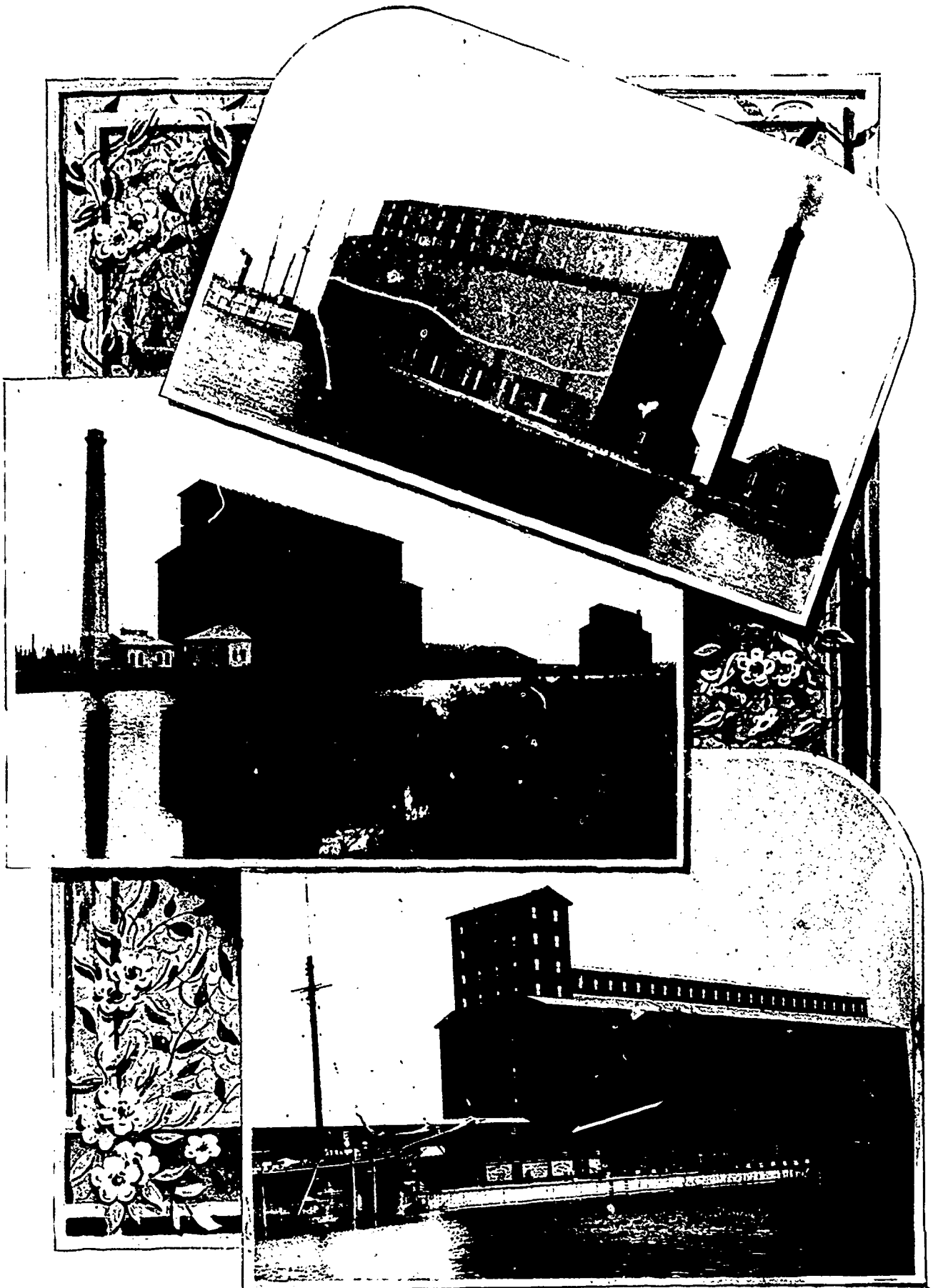
From the same source we make the following quotations regarding the business affairs of Rat Portage and Keewatin:

THE TOWN OF RAT PORTAGE.

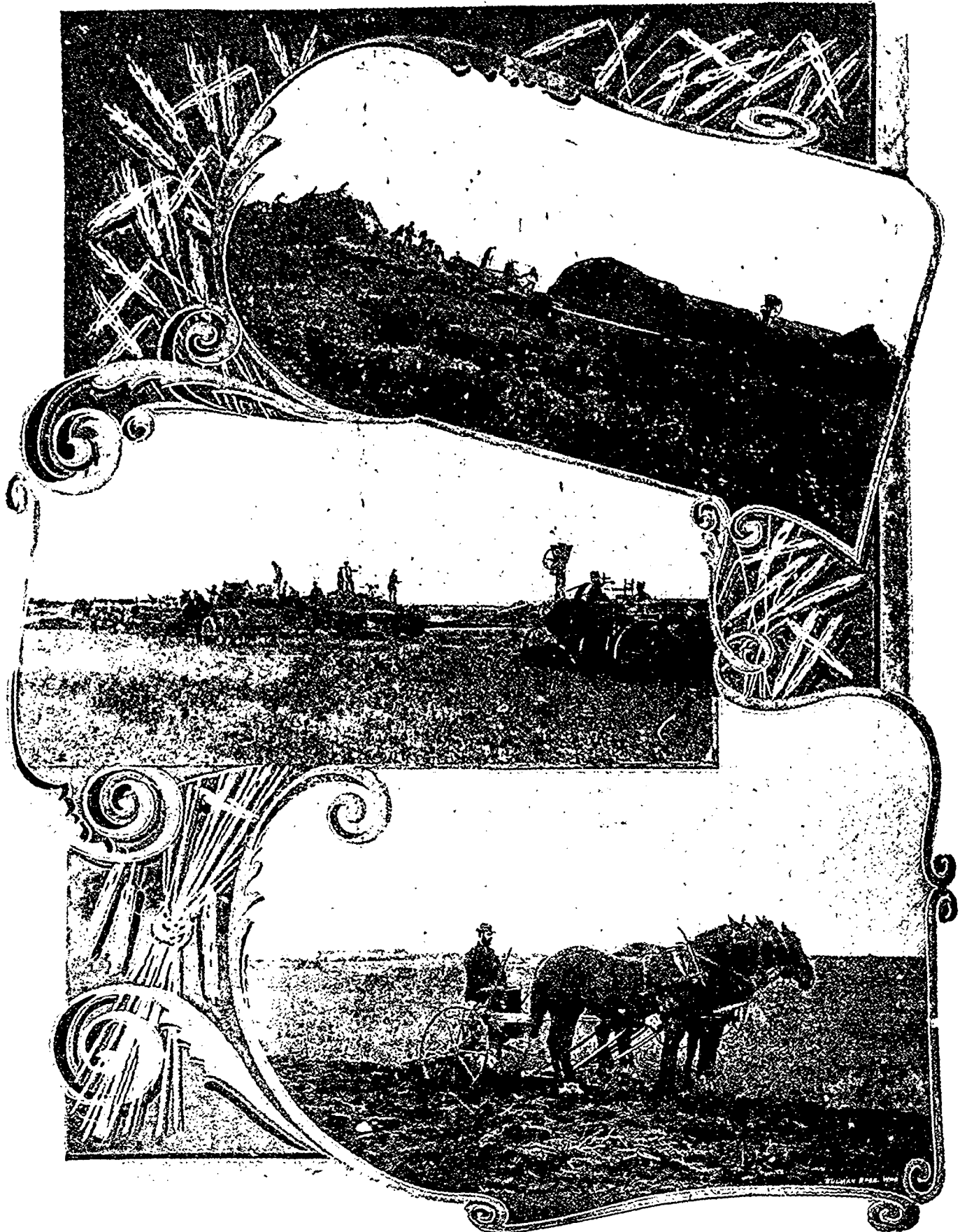
The town of Rat Portage is the principal point and centre of the district which this issue of *THE COLONIST* describes. It is situated near the northern extremity of the Lake of the Woods, at the exit of the Winnipeg river, just where the C. P. R. touches the lake for the first time going west. Its distance from Winnipeg is about 138 miles. The town site is rather large, extending along the C. P. R. track for about a mile and a half, and embracing smaller Norman, an important lumbering point. The site has been very well chosen, lying along the lake front where excellent wharfage can be had at a very little expense and at the same time good level streets can be laid out without any costly rock blasting. There is plenty of room for expansion as the growth of the town requires it. An excellent idea of its lay out can be obtained from the engraving on another page of a general view of the town.

Properly speaking the history of Rat Portage dates from the year 1876, although as far back as two hundred years ago a Hudson's Bay Company post existed where the present east end of the town lies, near the Western Lumber Company's mills, and another below the first falls of the Winnipeg river, near where the electric light power house now stands. These were links in the chain of trading posts which that Company had established, extending from the present site of Fort William on Lake Superior west and north through Fort Garry in the Red River district to York Factory on the Hudson's Bay. In the days of those posts this place must have presented an almost basier appearance than it does now, with the hundreds of Indians, traders and voyageurs passing and repassing, bound for the east, west, north and south with products of the chase and traders' supplies, all directly or indirectly engaged on the business of the great Hudson's Bay Company. It is estimated that several millions of dollars worth of furs must annually have passed these posts bound for the markets of the far east. But the object just now is not to dream about those bygone days, but to deal in a matter-of-fact way with the town as it is in our time. As has been said its history properly dates from the year 1876. In that year some of the C.P.R. contractors located their camps on the site near where the village of Keewatin now stands, about three and a half or four miles distant from the Rat Portage railway station of to-day, and they then gave to the place where they were camped the name Rat Portage. Subsequently these contractors moved their camps eastward to the site of the present town and took the name with them. Several years of very slow development followed this humble beginning and by the year 1881 very little growth or settlement had taken place. Everything at that time depended upon the development of the lumbering industry. After 1881 there followed a period of more rapid development which was only hindered and held back from assuming large dimensions by the dispute between the Ontario and Dominion Governments as to which really controlled the territory in which the town was situated. This dispute was only settled some 3 years ago when the whole district was given to the province of Ontario. The more rapid development which commenced, as already said after 1881 has continued, varying only to a slight degree more or less ever since, adding as years went by population, industries and influence to the town until to-day it stands almost the most important point in all Northwestern Ontario.

Let us look for a few minutes at the composition of the business community of the town itself and the population before going on to consider the larger subject of its industries and prospects. A conservative estimate of the population places it at about 3,000. The total number of places of business in the town is as nearly as can be calculated seventy-five. Of this number 11 are general stores; 4 boot and shoemakers; 3 clothing, gents' furnishing stores and tailoring establishments; 2 stationery and book stores; 2



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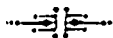
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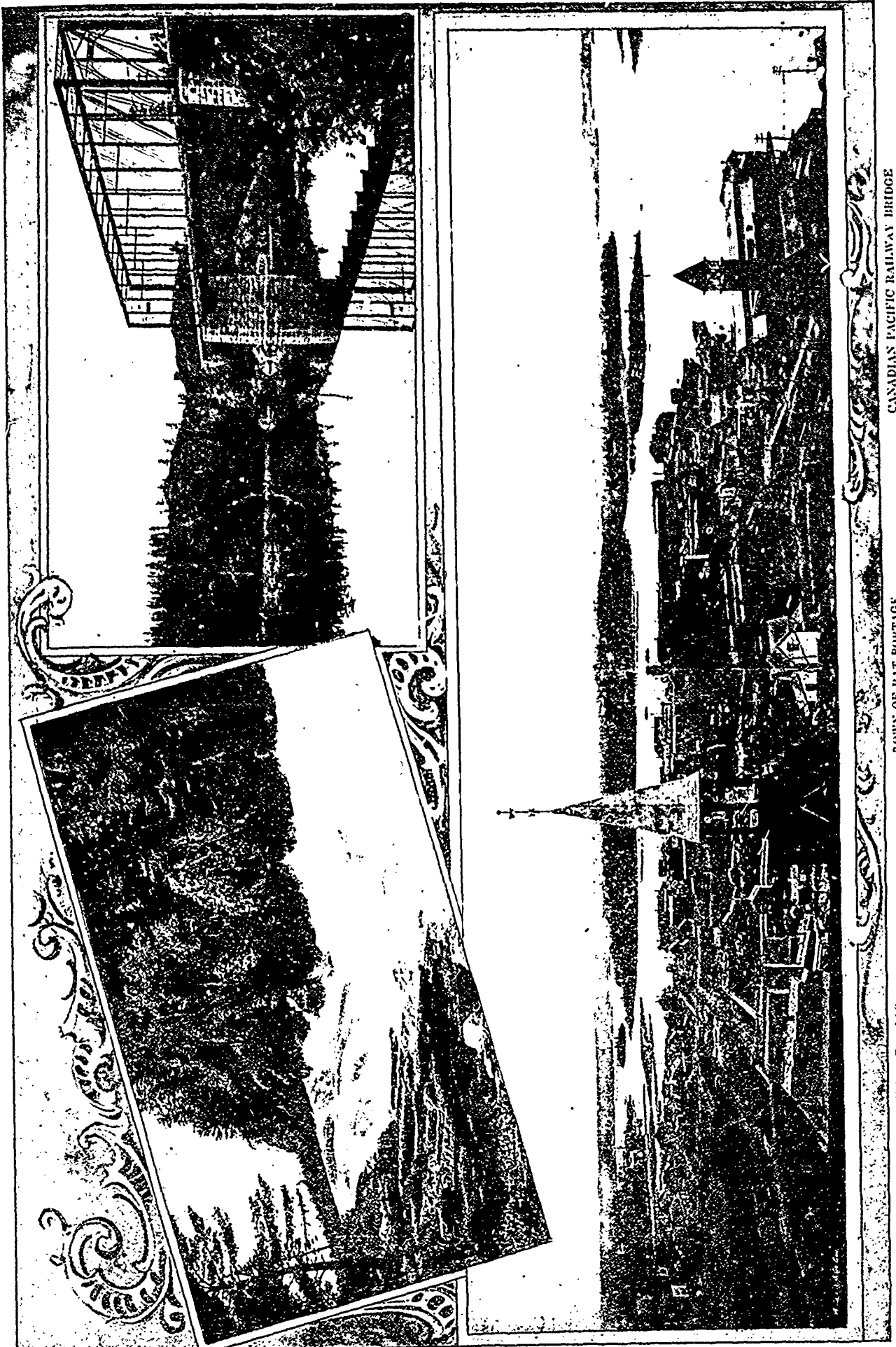
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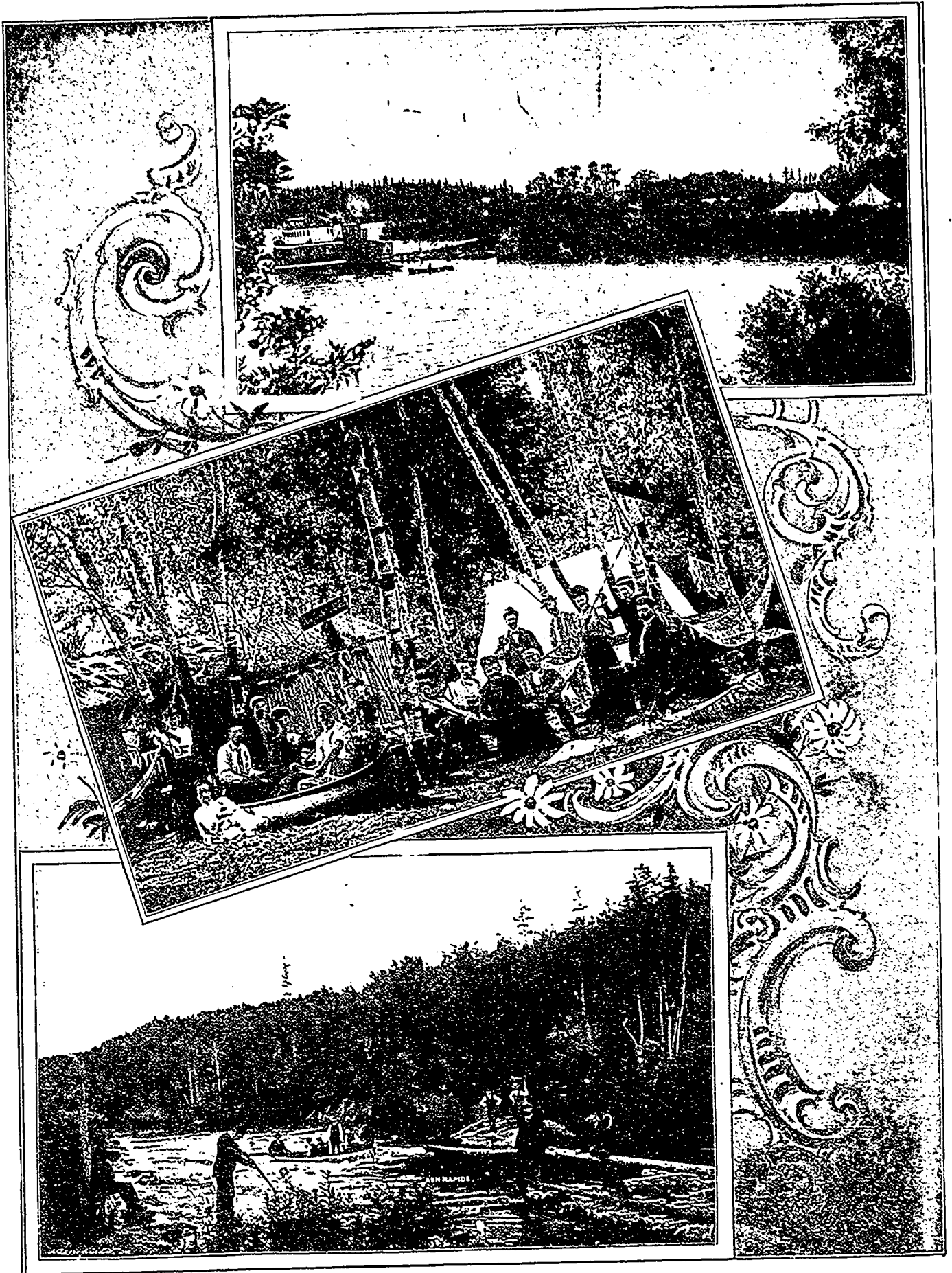
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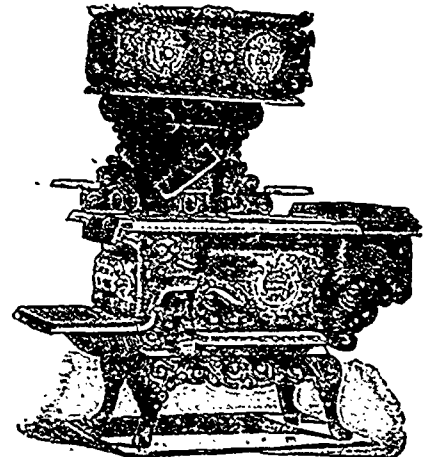
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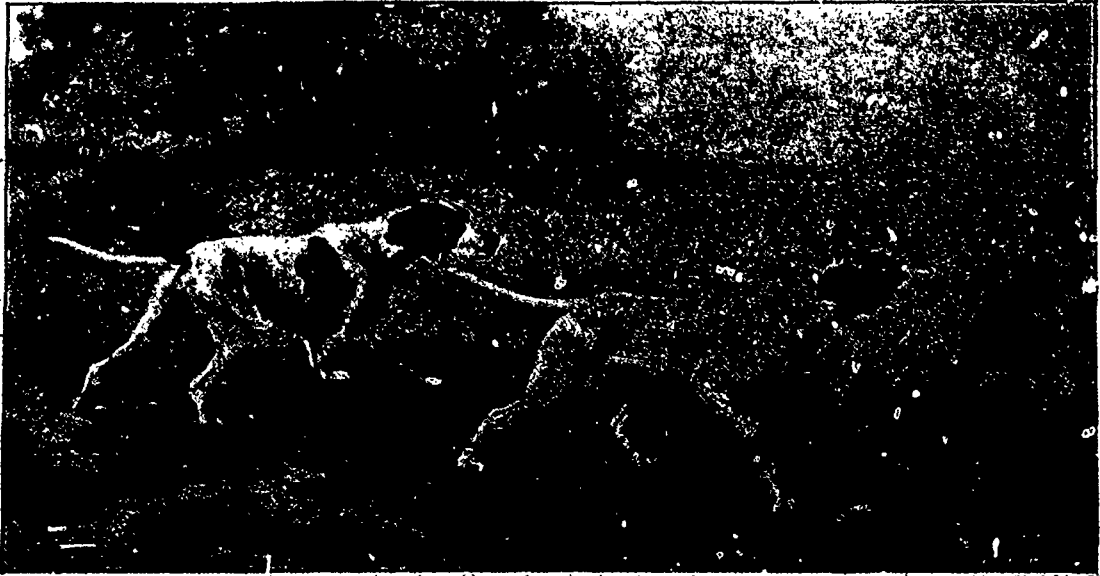


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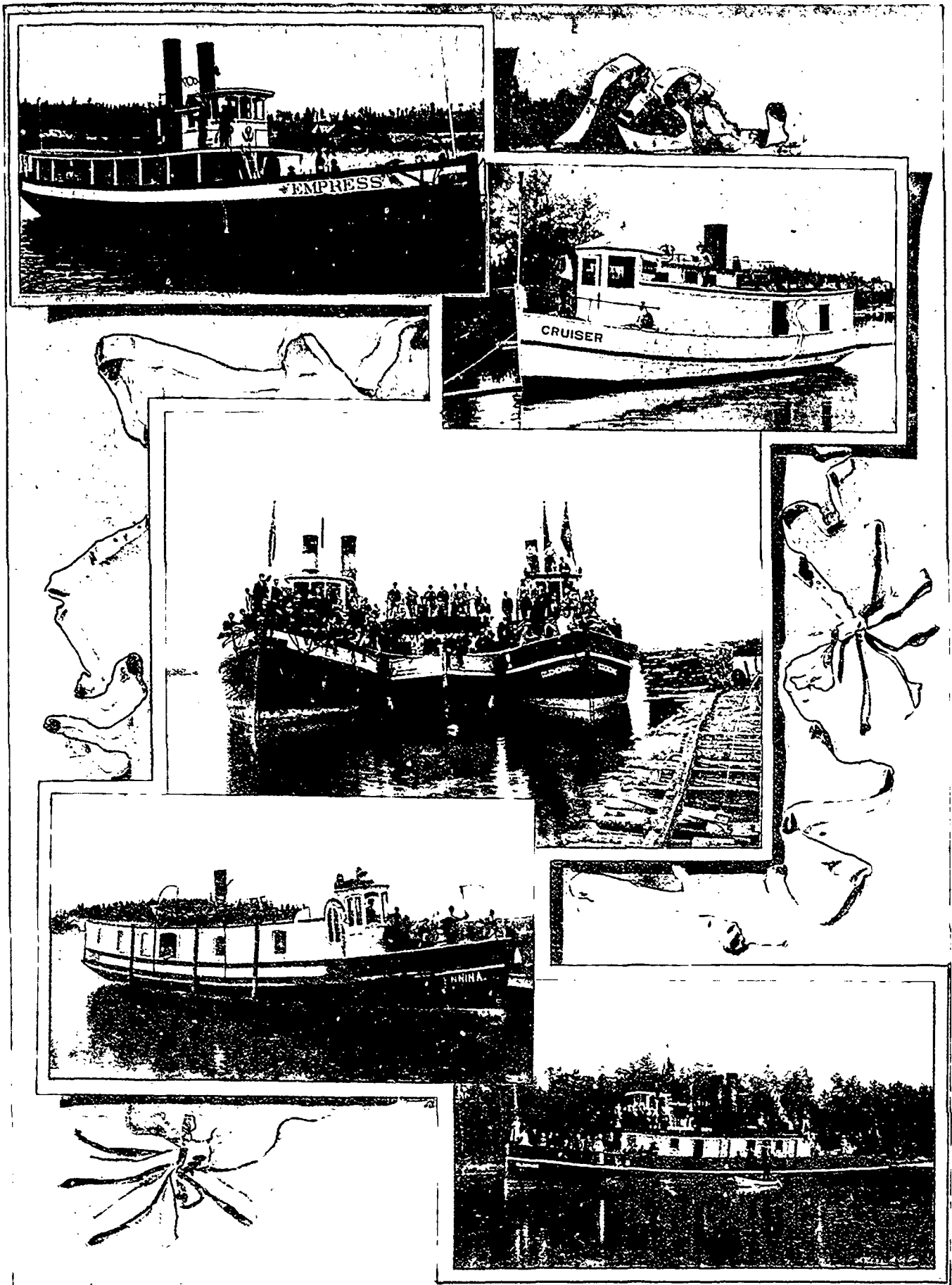
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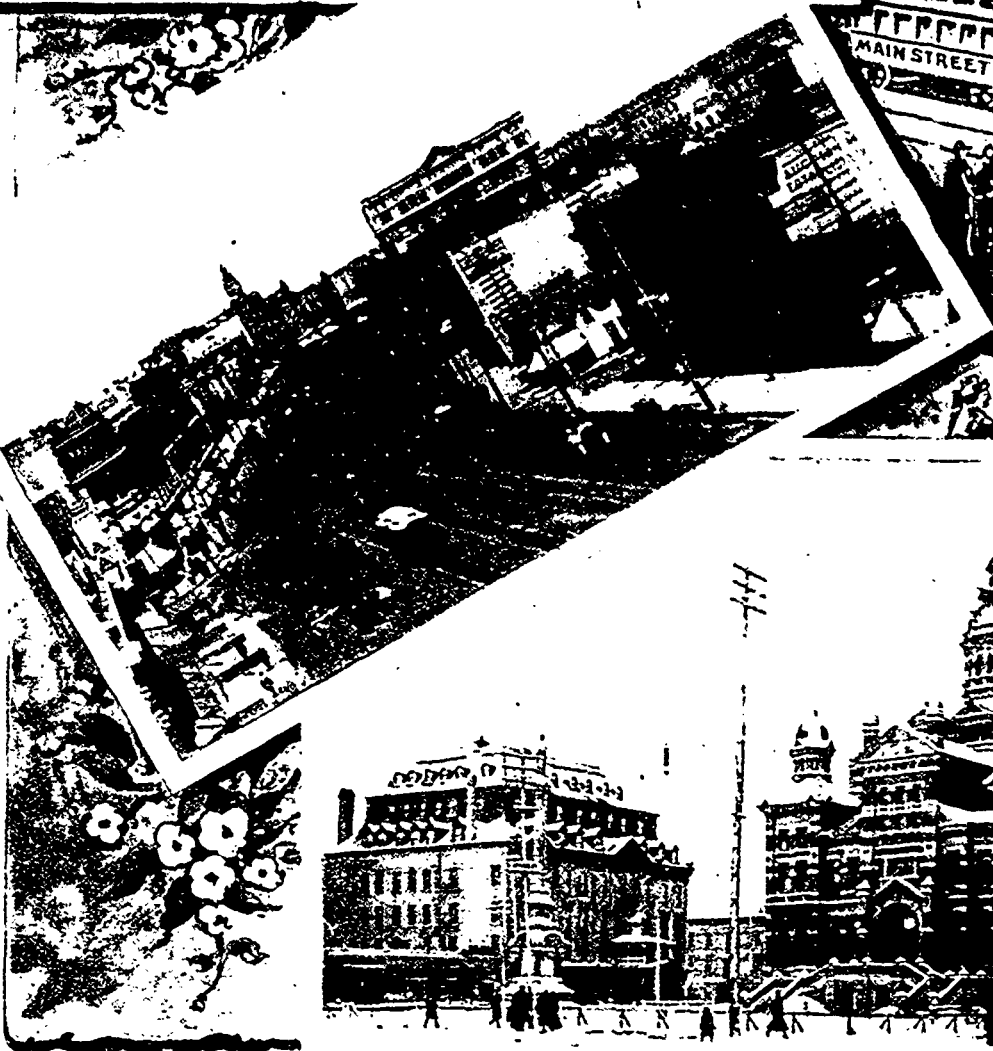
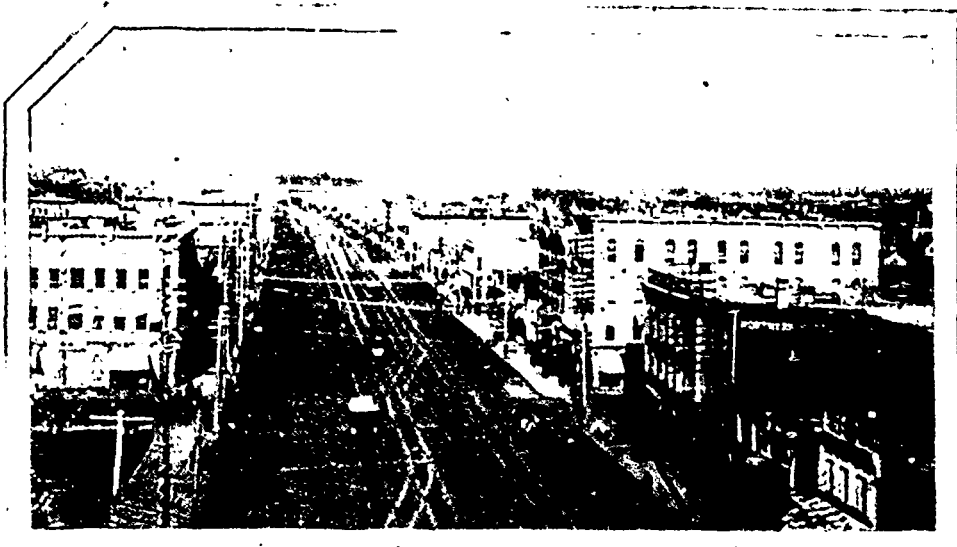
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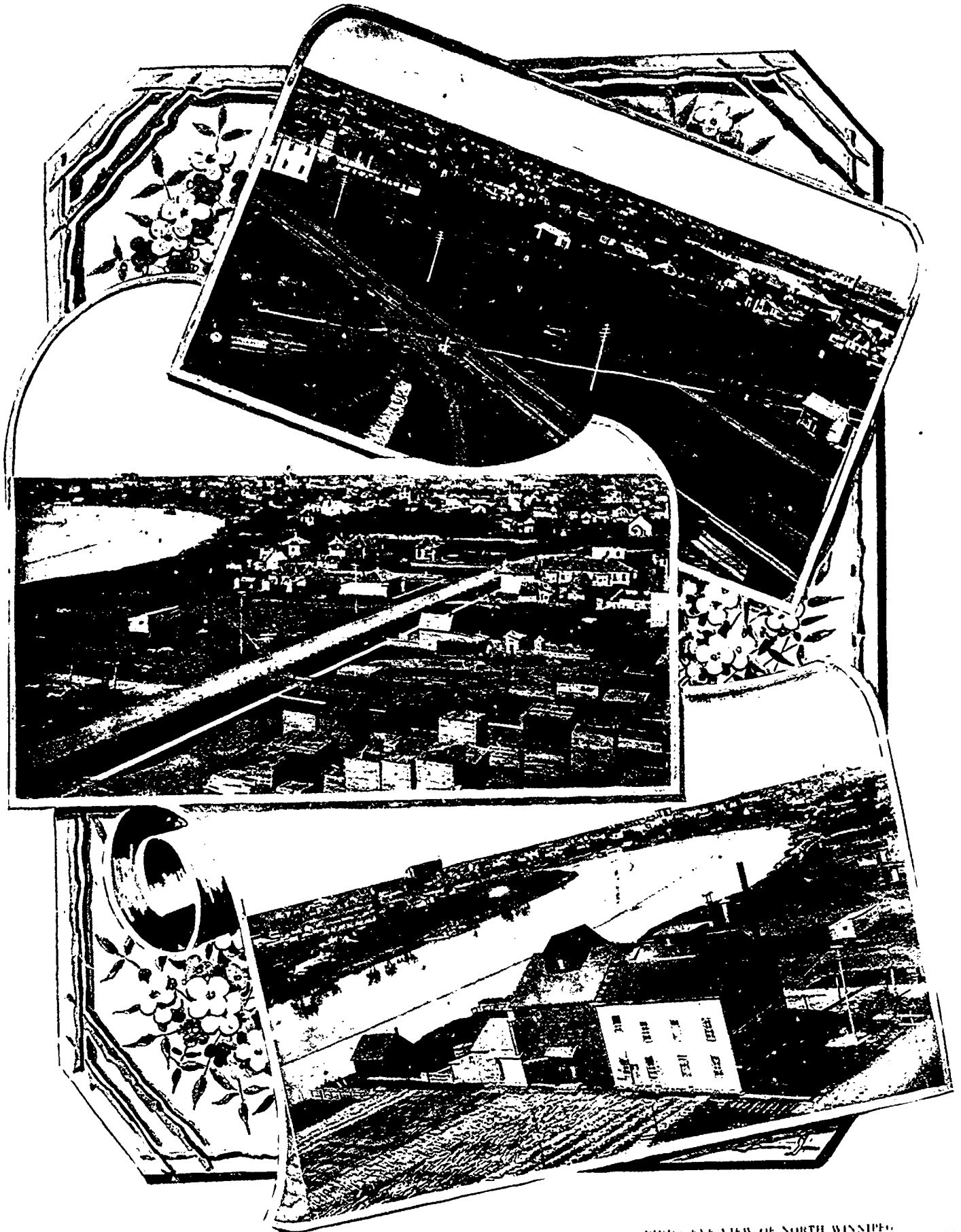


WINNIFEG VIEWS.

MAIN STREET, LOOKING NORTH FROM CITY HALL SQUARE.

MAIN STREET, LOOKING NORTH FROM HARGRAVE BLOCK.

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BIRD'S EYE VIEW OF CENTRAL WINNIPEG
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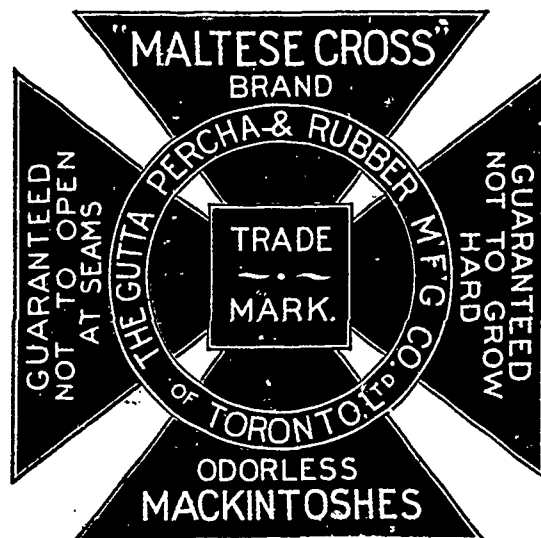
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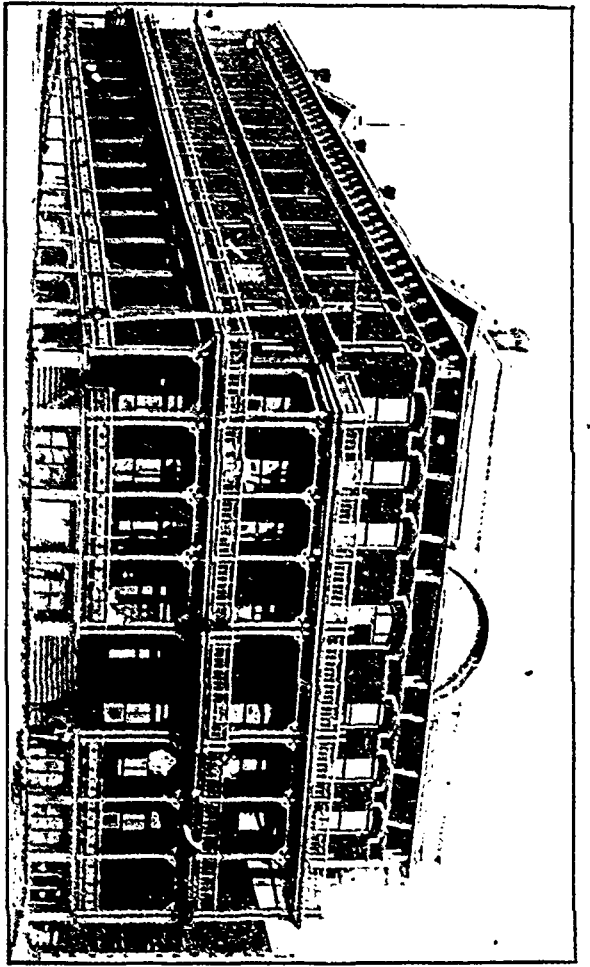
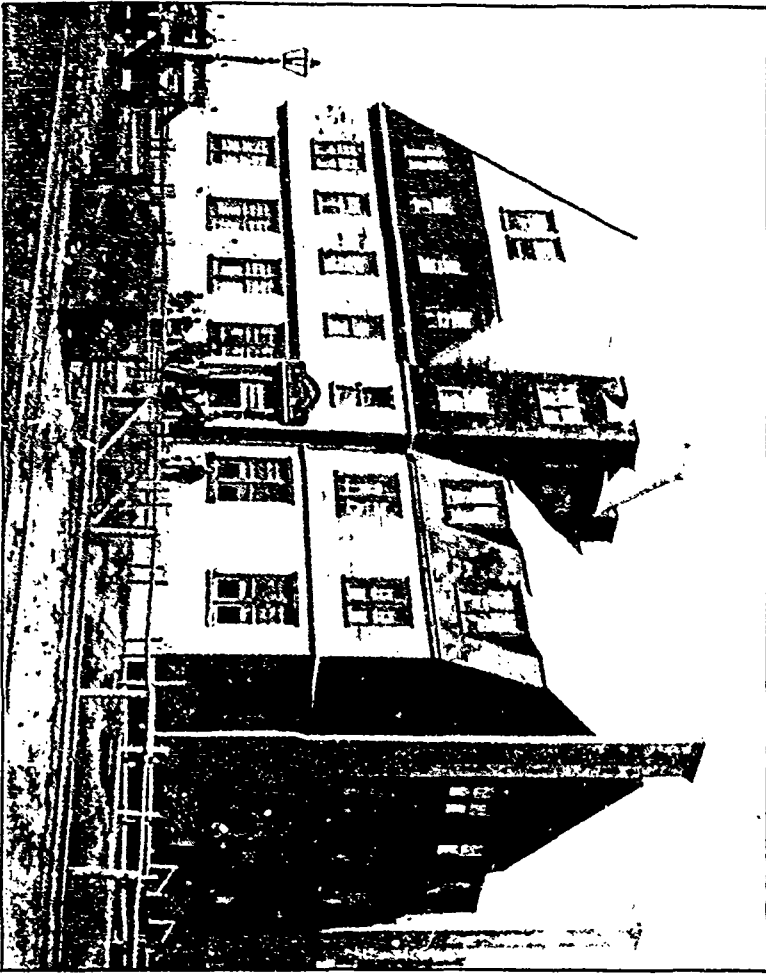
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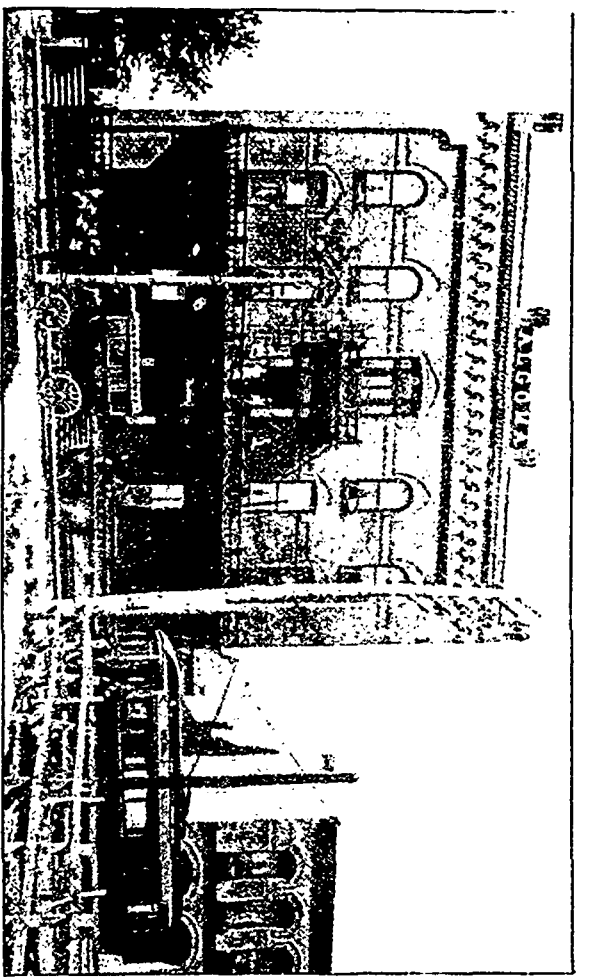
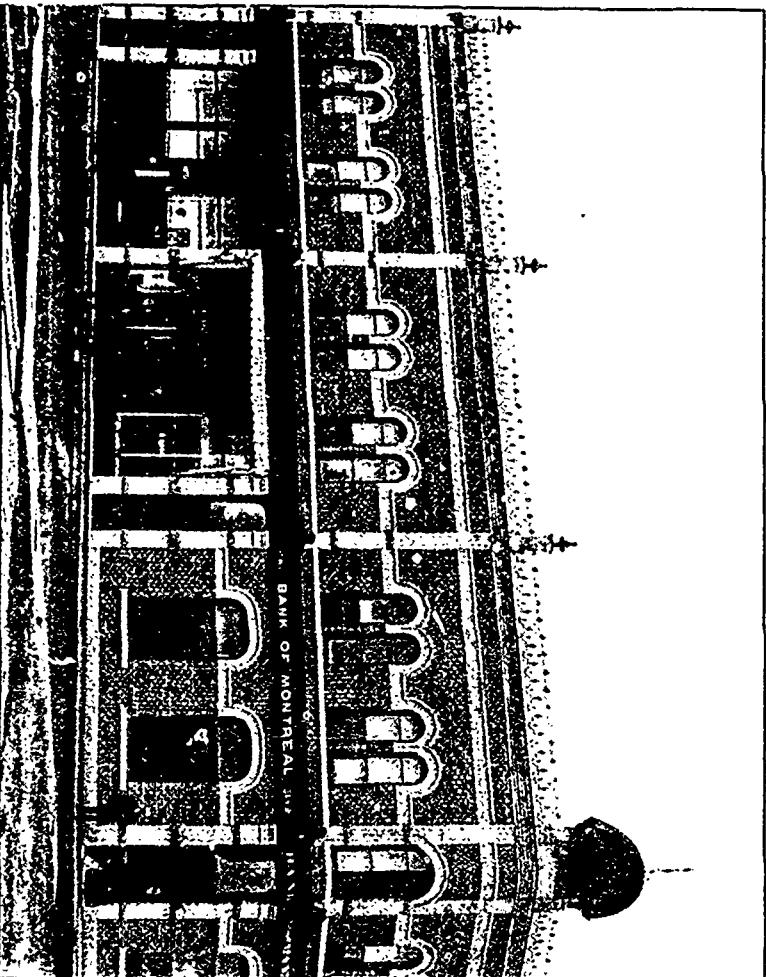
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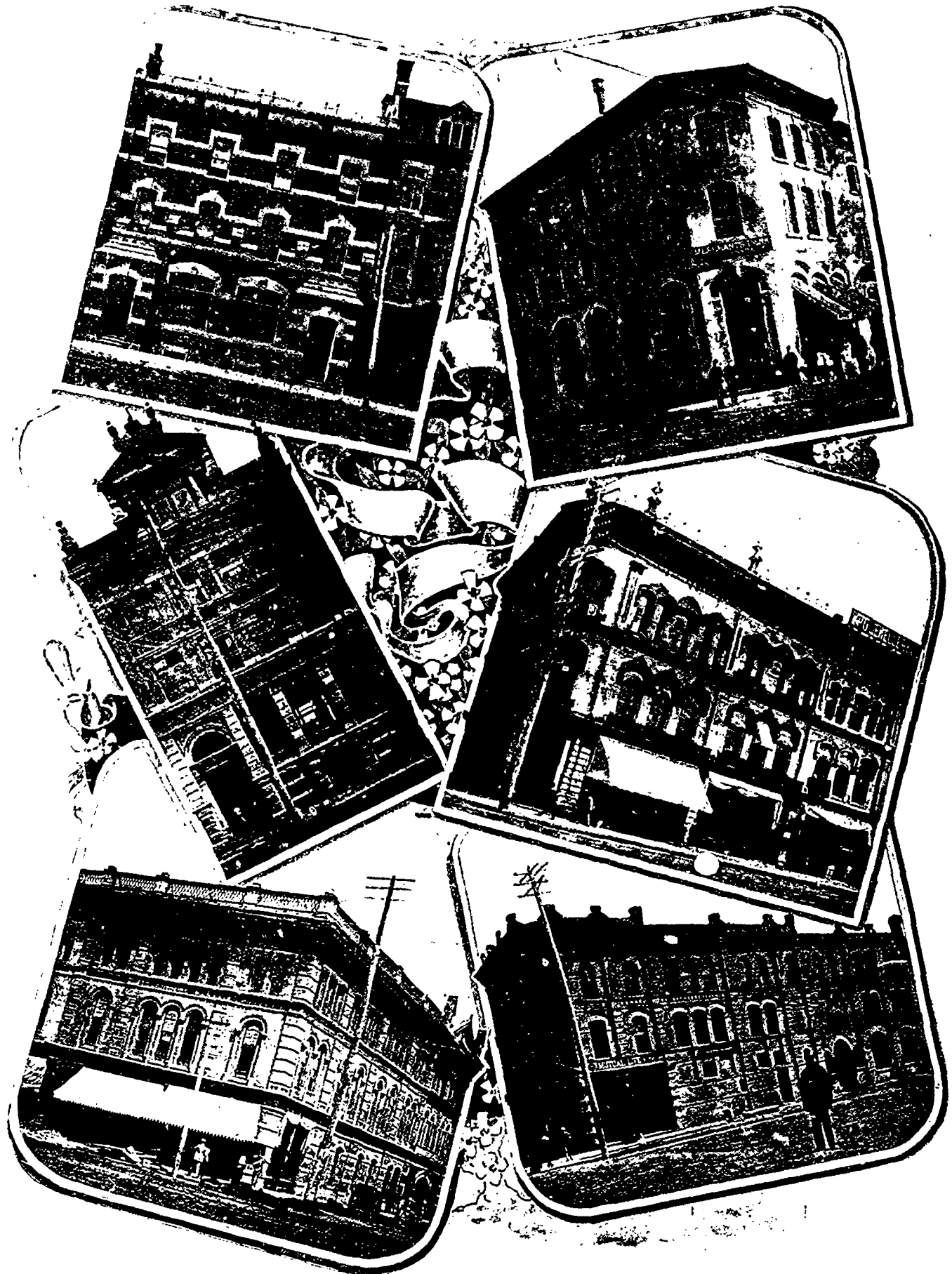
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In looking at Rat Portage from a business point of view the first thing that attracts attention, after the actual commercial interests of the town itself have been considered, is the lumber industry. From almost the earliest days of its infancy right up to the present time, this may fairly be said to have been the underlying force at work building up and developing the town. As the lumbering trade was developed the town developed and when lumbering suffered a temporary draw back or check the town suffered proportionately. The number of mills now at work altogether, including those in Norman, is five. These are the Western Lumber Company mill and Ross, Hall & Brown mill at Rat Portage proper, and the Cameron & Kennedy, the Bulmer or Safety Bay, and the Minnesota & Ontario Lumber Company mills at Norman. These mills, together with the Dick & Banning mill at Keewatin, are all now operated and managed and their output sold by an association of the original companies known as the Ontario and Western Lumber Association. The five mills employ altogether about 500 hands, and the monthly pay roll amounts to about \$35,000. Their lumber cut will this year be about 50,000,000 feet. The business of this company, is largely with the west, the supplies of lumber of the province of Manitoba and the adjacent territories being almost wholly drawn from this point. Their logs all come from the great lake and river country to the south.

Another industry, from which in the past Rat Portage has drawn considerable of an income is the mining, but this is as yet only in the initial stages of its development.

KEEWATIN.

Three miles and a half west of Rat Portage proper, or a mile and a half west of the suburb of Rat Portage, known as Norman, is the thriving town of Keewatin, named after the great district of which this whole neighborhood was once a part, and nestling among the rocks which form the barrier between Keewatin Bay and the Winnipeg River, this town has certainly many features to attract the attention of visitors. As has been said in the part of this number which describes Rat Portage, that was the original name given to this place, but when the C. P. R. contractors moved their camps east to where Rat Portage now is situated they took the name with them, consequently when a name was again wanted for this site a new one had to be provided. The town is somewhat scattered in its appearance, one part of it lying on the south side of the bay and the other part on the north side. The site is a somewhat rugged one, huge rolling piles of rock interfering in some places with the symmetry of the streets and properties and making it difficult to lay sidewalks or make roads. Anything that may be lost in this way, however, is more than made up for by the beauty and picturesqueness of the situation.

Keewatin has existed as a town for perhaps ten or a dozen years, showing a slow but steady growth during all that time. Although it is not yet incorporated it long ago reached a stage in its development when that step would have been justified, and it is now much larger than many places both in the east and west which legally call themselves towns. The population of Keewatin municipality, according to the best estimates, is about 1,600 people. The total number of places of business in the town is 20. This number is made up of general stores, drug stores, butcher shops, liquor stores, hotels, mills, work shops, &c., and embraces representatives of all the lines of business necessary in such a place. A branch of the bank of Ottawa is established in the town.

Like its sister town further east, Keewatin depends and has always largely depended upon the lumbering industry for its existence. There are in the town two large mills, only one of which has, however, been running this summer. These are the Dick & Banning mill, which is now controlled by the Lumber Association, and which is the one which has not been running, and the mill owned and operated by the well known Keewatin Lumber Company, and managed by Messrs. R. A. and D. L. Mather, sons of Mr. John Mather, the founder of the huge industry. When the Dick and Banning mill was in operation, the annual output of lumber from Keewatin was between twenty and twenty-five million feet yearly, but since it has been shut down there is only the output of the Keewatin mill to account for, this amounts to about ten and a half to eleven million feet. The number of hands employed in the mill is about 150. It is operated solely by water power, there need never be any fire around the place, and this adds greatly to the safety of the mill. With the water power it can easily be operated in the winter—all winter if necessary. An excellent view of the mill and lumber yard as a visitor sees it coming into the town from the east is shown among the illustrations in this number and also views of the dwelling houses of the two resident managers, Messrs. R. A. and D. L. Mather.

Another institution which has added greatly to the progress, influence and fame of Keewatin is the flour mill of the Lake of the Woods Milling Company. This was established here that advantage might be taken of the magnificent water-power facilities which the site affords and is considered to be one of the finest flour mills in America. It is described more fully in another part of this number.

One of the most remarkable features of the Keewatin town site is the splendid water-power facilities which is afforded by the difference between the level of the lake and the level of the Winnipeg river which after making its tumultuous exit from the lake near Rat Portage turns and flows parallel with the lake and past the town of Keewatin, continuing near the lake for several miles but 18 to 25 feet lower in level. At Keewatin the thickness of the rock wall which divides the lake from the river is only a few dozen yards in some places and by cutting through this power can be secured enough to drive any number of mills. Considering then the ease with which this magnificent water-power can be brought into use it is not too much to expect that some day there will be assembled here great flour mills grinding the wheat from the vast prairies of Manitoba and the Western Territories, lumber mills sawing the logs gathered from the wooded regions surrounding the Lake of the Woods and perhaps stamp mills crushing the ores from the mines of this whole district. The great size of the lake prevents the possibility of a freshet or scarcity of water even if there were a hundred mills.

MINING ON THE LAKE.

IT seems that all over the world, a gold producing region, when it is first discovered, is sure to be in more or less of an inaccessible locality, and the Lake of the Woods gold region was no exception to the rule. Up to the year 1881, no railway communication from the centres of civilization reached the shores of the Lake of the Woods, from either the Canadian or the United States side, although from 1875, steamboats from the northwest angle on the United States side made trips over a large portion of the navigable portion of the lake. These boats were, however, engaged in lumbering or in the construction of the Canadian Pacific Railway, and no mining effort was for many years made, backed by sufficient resources to employ steam navigation in connection therewith.

The visitor to the lake, if he will only view in passing there by rail the terrible cuts through rock, dumps over almost bottomless swamps and muskegs, bridges and trestles, over gorges, chasms and deep valleys and

tunnels through hills impossible to be climbed by the locomotive, will have some idea of how truly inaccessible the Lake of the Woods was, before millions were expended in successfully opening up the country by railway construction. Before the advent of the iron horse the only attempts at opening up the gold bearing resources of the lake was made by the mining prospector with his pick, his canoe or boat, and if he could afford it, his Indian guide. The perseverance of some of those early prospectors, and the labor and privations that fell to their lots in their lonely wanderings, furnish records of indomitable courage, will power and endurance, which will compare favorably with those of the first explorers and pioneers of the early part of the eighteenth century. It was not, therefore, until the Canadian Pacific Railway construction neared the shores of the lake in 1880, that any effort beyond that made by the lonely prospector was possible, and not until regular communication was opened in 1881, did the usual swarm of gold hunters enter the lake country and commence their wanderings and search along its shores and among its islands.

It might reasonably be expected, that with railway communication into the hearts of the gold bearing district of the Lake of the Woods, mining progress would have made rapid strides during the past decade. But people who were sanguine upon this point were doomed to disappointment. A combination of circumstances effectually blocked any real progress, and until about three years ago the only evidence of any mining movement around the lake was the presence in numbers of that personage, the successful mining prospector, who is ever ready to open the doorway to millions to the capitalist with a few thousand dollars, and open the door on the ground floor to.

Mining on the lake would undoubtedly have made good progress during the last decade, but it was not until about four years ago that the dispute between the Dominion and Ontario Governments as to the actual ownership of the lands was settled by the Imperial Privy Council, and not until that was settled could patents for lands be granted.

Since the granting of patents began, work in the real development of gold mining has gone on in earnest, and there are a score or more locations on which investments of from a few hundred to a few score thousand of dollars have been expended in the direction of development. In the Lake of the Woods, as in other mining countries, all the work done has not been wisely directed, and some are realizing that they have spent their money in vain. On the other hand, some have expended money and work wisely, and as a result have begun to reap a good return.

A number of mines have reached an advanced state of development, and production of gold has been steady at two or three for over a year. The most notable is the Sultana Mine, owned and worked by Mr. J. F. Caldwell. At this mine two shafts were sunk and then drifts made over a year ago, and in every case pay rock was abundant. On some ore of a refractory nature the Cyanide process was successfully tried last year, but this year free-milling ore has been met with in abundance, and Cyanide working is not necessary at present. The mine produces its brick of gold regularly every week now, and is a first class paying property to its owner.

At other mines satisfactory results have been reached, but in none are operations so far advanced as at the

Sultana. The scarcity of capital these times of depression is a great barrier to further work, otherwise several other good-paying claims would now be developed and producing.

During the past six months there has been a great rush to the Rainy River country, east of the south-eastern corner of the Lake of the Woods, and operations there may develop wonderful results very soon. However, progress enough has not been made there to quote reliable results, and how matters will go there will have to be treated of at some future period.

It is not the intention of this sketch to try and inaugurate a mining boom in the Lake of the Woods country. The policy of THE COMMERCIAL has always been to discourage any movement like a boom, knowing as its writers do the evil results and the obstructing load a boom is sure to leave upon any country after its collapse, and its collapse is always a matter of certainty. Yet in this lake country the auriferous veins and other deposits are unmistakably valuable, and are worthy of the attention of the capitalist. That the rocks in a hundred portions of the lake are gold bearing is beyond doubt, and what is wanted to develop mining as a paying industry is capital, backed by knowledge of the mining business. The knowledge of how to extract the gold economically is the point of greatest importance, and while much has been done in that direction already, much has yet to be done. The high assay is a matter easy to secure, but in this region the low assay is often from the most valuable lead, owing to the ease with which the work of milling can be done in such cases. Great developments have yet to be made in the way of treating ore before some of the heaviest bearing veins on the lake can be worked with both economy and profit. The explorer and prospector have done their work, and now the efforts of the capitalist, the scientist and the practical miner are what is wanted.

THE PRAIRIE COUNTRY.

AS the traveller leaves Whitemouth on his westward journey he gradually enters the prairie country, passing through alternate views of woodland and prairie until the locomotive pulls up at the station East Selkirk on the bank of the Red River of the North. Thence in a southerly direction he proceeds, catching glimpses of the winding river, until he crosses the broad stream over the Louise Bridge and enters the City of Winnipeg, the Metropolis of the Canadian Northwest.

At Winnipeg the traveller requires quite a stop-over if he intends to learn anything of the wonderful Province of Manitoba and the growth of the city which is its commercial as well as its legislative centre. The time will be well spent, if he will only make a few days' research.

HISTORICAL.

Individuals who are eager to search out the history of this country during the eighteenth century have had considerable wrangling about the date of the first location of trading-posts at or near the site of Winnipeg and the old Fort Rouge of nearly 150 years ago and its location are still matters of dispute which the writer has neither time nor space to unravel. The fort e-i-

dently stood close to the junction of the Red and Assiniboine Rivers, but whether on the North or the South bank modern chroniclers cannot agree. Half a century of the work of early explorers and traders is surrounded by uncertainty, and the first point from which reliable history can be dated is from the Selkirk settlement under Lord Selkirk in 1812, when quite a number of Scotch families settled on the present site of Winnipeg, and stretching for a few miles north along the banks of the Red River. Several of the original settlers lived up into the last decade, and at least one into the present, so that the records of this colony are clear and reliable. Besides, the settlement was practically part and parcel of the affairs of the Hudson's Bay Company, whose headquarters were located at Fort Douglas, where the Company's Governor of Rupert's Land (as the Northwest was then called) resided and kept up a kind of frontier state.

As stated, the Hudson's Bay Company's headquarters for the Northwest and their central trading post for the whole country was at Fort Douglas, the site of which is now Point Douglas in the north end of the City of Winnipeg, while their seaport was York Factory on the Hudson's Bay, from which supplies were towed in boats of shallow draft by the Hayes or Nelson River, and portaged at impassable points, until Lake Winnipeg was reached, whence they were brought by the lake and the Red River to Fort Douglas, the centre of supplies.

Another trading company, the Northwest Fur Company, had its head quarters at Fort William on Lake Superior and thence conducted all its trading operations over the Northwest. Both of these companies claimed a monopoly of the fur trade of the country and long and bitter was the feud between their agents all over the country. This feud reached a climax in 1816, when the battle of Seven Oaks was fought between a party of Northwesterners and another of Hudson's Bay followers, resulting in the killing of Hudson's Bay Governor Semple and the sacking and breaking-up of the Fort Douglas settlement by the victorious Northwesterners. Next year Lord Selkirk returned with a force of British troops, restored order and dealt out punishment to some of the Northwestern leaders, setting the settlement on a solid footing once more. The feud continued until 1821, when the interests of both corporations were amalgamated and one strong company formed therefrom.

From that date onward the Hudson's Bay Company carried on their trading without opposition until about 1840, when a few adventurous spirits began to locate around Fort Garry, as the Hudson's Bay headquarters was then called and these began to trade in furs with the Indians and Metis in defiance of the Company's claim of monopoly. Many an attempt was made by the Company's recorder Mr. Thom to crush this so called illicit trading, but it would not kill, and the number of independent traders kept steadily increasing until in 1869, when the Northwest was annexed to Canada, they could be numbered by the dozen.

The year 1869 brought the rebellion under Reil and O'Donoghue, and the following one its sudden collapse, when General Sir Garnet Wolseley arrived on the scene with a force of British troops and Canadian volunteers.

Since 1870 the growth of Fort Garry, and afterwards Winnipeg, has been steady, with periods of rush and boom. From that year until the close of 1886 is concisely dealt with in the following extracts from this

journal published that year and early in 1887, as pre-faces to the annual reports of the Winnipeg Board of Trade :—

THE CITY OF WINNIPEG.

Although the Hudson's Bay Company have had a post at Fort Garry, in the southern part of the city, since the year 1812, the history of Winnipeg as a town dates back only to 1870, when Sir Garnet Wolseley crushed the Riel-O'Donoghue rebellion. In the spring of that year the business places in the village of Fort Garry numbered eighteen, and the total buildings outside of the fort twenty-eight, while the census returns in the fall showed a total population of 215 outside of the military stationed in the place. The manufacturing institutions were a tannery and a harness shop. From this year forward it became a fixed belief among the people of the place that it was going to advance to a city of some importance in a comparatively small number of years, and that Manitoba was destined to be a rich, populous and prosperous Province. Faith in the place soon spread to the east, and in the fall of 1872 the Merchants' Bank established the first branch of a chartered bank, and from this onward eastern capital began to be freely invested in the town and Province.

It is not necessary for us to follow minutely the additions of new industries to the city during the next few years. Sufficient to say that Winnipeg's industrial progress was steady although not rapid, and in 1874, the year in which the city was incorporated, the number of buildings within her limits was over nine hundred, twenty seven of which were occupied by manufacturing industries, over one hundred by mercantile concerns, and the balance as offices, hotels, boarding houses, dwellings and so forth. The population of the city was about three thousand seven hundred and the value of property assessed within its limits \$2,076,018.

Notwithstanding the terrible convulsions that shook the whole monetary system of America and Europe during the years 1873 and 1874, the year of 1875 opened with bright prospects for the city of Winnipeg and the Province of Manitoba. True it is that foreign capital did not come freely to assist in their development during that year and 1876, but the residents of the city were now convinced that it had a great future and showed that they had enterprise enough to give material aid in the great work. The number of new enterprises were not so numerous as during 1874, but older business men were fast adding to their trade. The most valuable addition to the machinery of business was the establishment of the Ontario Bank branch. The Red River had five passenger and three freight steamboats plying upon it, whereas only one made occasional trips five years previously. The work of city improvement had also been going on apace. That summer a new city hall had been erected and other corporation expenditures added to the price of its construction made a total of nearly \$90,000. The value of imports at the port of Winnipeg for the year ending June 30th, 1875, not including goods for Canada, was \$1,248,309; the exports for the same period were valued for \$588,958, and the duties collected \$171,430.76. The value of assessed property was \$2,762,414, and the population of the city numbered about 5,000.

In 1876 the city's progress in commercial and industrial affairs was steady, and that year two flouring mills were constructed which had an aggregate capacity of nearly 400 barrels a day. The population made material gain and the value of property assessed that year was \$3,031,585.

In the year 1877 the first determined efforts for railway communication with the eastern world and through the Province were made, and as early as February of that year the citizens offered a bonus of \$200,000 to any company that would construct a railway from the city to the western boundary of the Province, but it was not until near the close of the following year that the St. Vincent branch of the C. P. R. connecting with the St. Paul, Minneapolis & Manitoba Railway at that city was completed, and through rail communication to the eastern portion of the continent secured. That year the population of the city increased to about 6,500, the value of property to a little over \$3,000,000. The tax receipts amounted to \$67,478.68, and the civic expenditure to \$55,569.07.

In 1879 progress was very rapid, owing to the impetus which railway communication gave to business, and by the close of the year the population had increased to 8,000, and the value of assessed property to \$3,415,065.

During 1880 the city's progress was unusually rapid and her population increased with amazing rapidity being, at least, 12,000 by midsummer, while the valuation of assessed property was fixed at \$4,006,160. By the close of the year railway communication was complete to Rat Portage on the east and Portage la Prairie on the west.

With the year 1881 the famous Winnipeg boom set in and the state of inflation reached before its close can be better remembered

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by those who were resident here, than described now that it is past. There can be no doubt, but the city and surrounding country made during that year unprecedented progress of a lasting description, and the influx of actual settlers who had come to remain in the Northwest, and grow up with it, was immeasurably greater than that of any preceding year. The boom, therefore, although carried to the most crazy excess, was not a bubble without substance. The energetic manner in which the new C. P. R. Syndicate commenced the work of railway extension, which up to that year had been carried on in a half-hearted and irresolute manner by the Dominion Government, gave an impetus to the boom, and in a few months inflation was at its height and permeated every branch of business more or less. Prices of goods in mercantile lines were inflated as well as real estate and money seemed to purchase very little of anything. Before the close of the year the city's population had reached nearly 20,000, some 5,000 of which were floating idlers attracted by the speculative mania.

An index to the enormous increase in the general business of the city is to be found in the following statistics, which we take from a work published early in 1882, entitled "Winnipeg and her industries."

Chartered bank branches in city, 9; Loan companies doing business, 8; Manufacturing concerns, 39; Wholesale mercantile concerns, 50; Retail, 170; Miscellaneous trading, 104.

Volume of wholesale trade 1881.....	\$6,236,000
Volume of retail trade, 1881.....	5,408,000
Manufacturing, including tradesmen, 1881.....	6,676,000
Miscellaneous, 1881.....	1,300,000
Estimated loans at close of 1881.....	4,930,000

Although with the opening of 1882 the inflation in real estate collapsed, that year was by no means one of depression in Winnipeg. Quite a large number of mercantile and manufacturing undertakings were set on foot in the city, and the floating population seemed during the summer rather to increase than decrease; so much so, that in the month of July there were over 25,000 persons in the city, and several thousands of these lived in tents during the summer months. The resident population and number of business concerns had increased so rapidly during the fall and winter of 1881, that people were contented, and in many cases thankful, to carry on business and reside in the shed-like buildings, many of which could scarcely be rented now for stables. With the opening of spring, 1882, the work of constructing buildings of a more substantial nature commenced in earnest, and they did not require to be built on speculation, as the majority of them were leased by intending tenants before construction had proceeded very far and sometimes before it had commenced. The real estate boom was thus succeeded by something like a building boom, and there were still many persons living in the city who firmly believed that the collapse of the former was only temporary, and that a return of inflated prices was only a matter of a few months, or a year at most.

The rapid construction both eastward and westward of the Canadian Pacific Railway also brought a large floating, and by no means impecunious, population to the city; so that altogether 1882 was by no means a dull year in mercantile circles, and, could reliable figures have been reached, it would no doubt have shown an aggregate of business done fully as great as that of 1881. Still, the state of trade was far from being healthy. Inflation permeated its every branch and the cost of living was so high that shrewd business men could see plainly what a revolution was necessary before a normal state of affairs could be reached. Hundreds of immigrants were weekly passing through the city to seek homes on the prairie farther west; but its reputation for extortionate charges had been told and magnified to them, and they passed through it as rapidly and with as little delay as if it were a plague-stricken district through which they must pass, but in which they need not linger.

The business done in the city in 1882 may be guessed at, if not reached, by the Customs statement of imports and duties collected, which was as follows:

GOODS IMPORTED.	
Goods imported (dutiable).....	\$6,402,158.00
Do (free).....	1,768,820.00
Total imported.....	\$8,170,978.00
GOODS ENTERED FOR CONSUMPTION.	
Goods entered for Consumption (dutiable).....	\$7,454,221.00
Goods entered for consumption (free).....	1,968,820.00
Total for consumption.....	\$9,223,051.00
Duty collected.....	\$1,585,456.96
Goods entered for exportation.....	\$ 472,021.00

Notwithstanding these figures, symptoms of the coming reaction were felt towards the close of the year. A number of the smaller business men of the city found themselves hopelessly tangled with real estate speculations and when the opening of 1885 was reached it was found that the year just passed through, unlike the two immediately preceding it, had an insolvency record, there having been in the city 19 failures, with aggregate liabilities of \$201,000, the figures for the whole Northwest being: Insolvencies, 28; Liabilities, \$200,000.

It would not be out of place to call 1883 the year of crash in Winnipeg's history. As it wore on, the work of separating legitimate trade from speculation progressed, and process was anything but helpful to the former. The fact forced itself gradually upon the most unwilling minds, that the collapse of real estate speculation was to be permanent, and men who early in 1882 were ranked as wealthy, entered upon 1883 with bankruptcy staring them in the face.

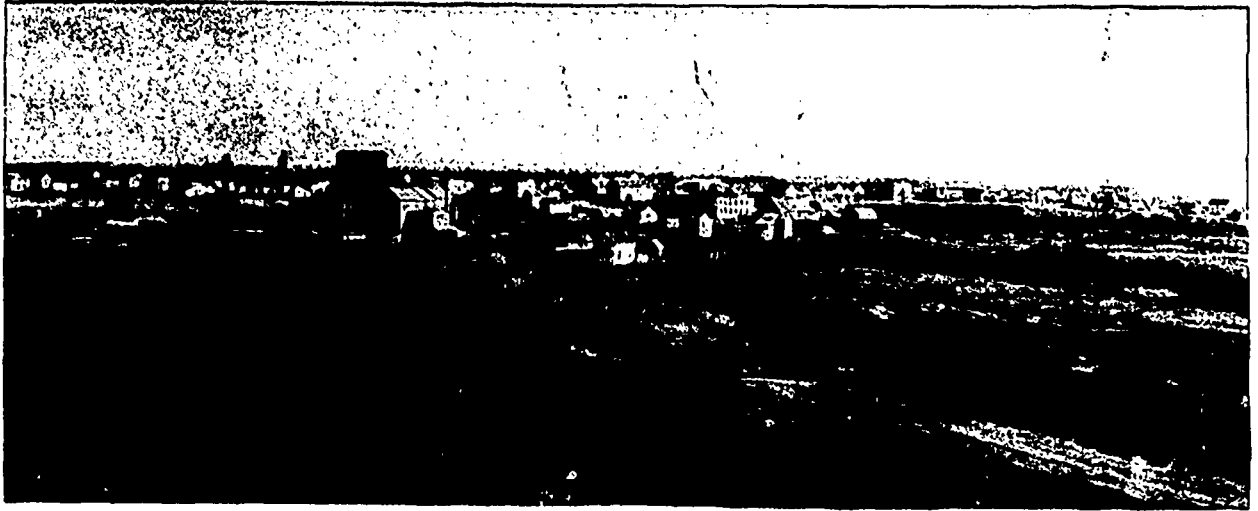
That contraction should follow inflation is accepted as an axiom of commerce by many, and it was certainly the experience of the city of Winnipeg in 1883; and the city was only an index of the unsafe state of affairs all over the Northwest. When the 1st of April was reached, it was found that there had been 47 failures in the Northwest, and nearly one-half of the number in Winnipeg during the first quarter of the year; the gross liabilities of the 47 exceeded \$400,000. During the second quarter the depression became deeper, and 45 failures were recorded, with gross liabilities of \$596,000. The month of July was entered upon with a dread of panic hanging over the country, and business men who were weak financially soon found it impossible to stand the pressure. Banks and other financial institutions which had encouraged and fostered the reckless inflation of boom days, were now mercilessly exacting in their demands, and many a man, who in a more confident state of trade could have weathered the pressure with honor, was forced to insolvency. Nevertheless the number of men who reached failure through purely trade misfortunes was singularly small, over 90 per cent. of the insolvents having succumbed to the pressure of a real estate or other speculative load. There can be no doubt that a tremor ran through the whole fabric of Northwestern trade when the business misfortunes of the third quarter of the year were published, showing 87 failures, with aggregate liabilities of \$1,458,000; and as before, the city of Winnipeg had its full proportion of this crash. Depression then seemed to have spent its force; and although the last quarter of 1883 was one of great stringency, comparative safety had evidently been reached, and the number of failures dropped to 59, and their aggregate liabilities to \$415,000. The Northwestern failures in 1883 were thus 232 in number, and their aggregate liabilities amounted to \$2,839,000; while the proportion contributed by Winnipeg was 101 failures, with aggregate liabilities of \$1,750,000.

While trade was making this black record, a great revolution had been going on in other affairs in the city. Speculative extortioners had been nearly all swamped in the crash, and rents of business buildings and residences dropped gradually down, until in the opening of 1884 they were at less than half their boom prices. Speculators who had figured upon cornering markets in necessaries of life produced at home, were sadly disappointed, and the price of almost every commodity included in what is termed "living" declined rapidly in value, so that 1884 was entered upon with everything connected with trade affairs in a healthy, if not a prosperous, state, and as natural consequence solid, if not rapid, progress was made during the year, as is shown by the following figures taken from a statistical report of the city's trade as presented to the Winnipeg Board of Trade, at its annual meeting, held on February 3rd, 1885.

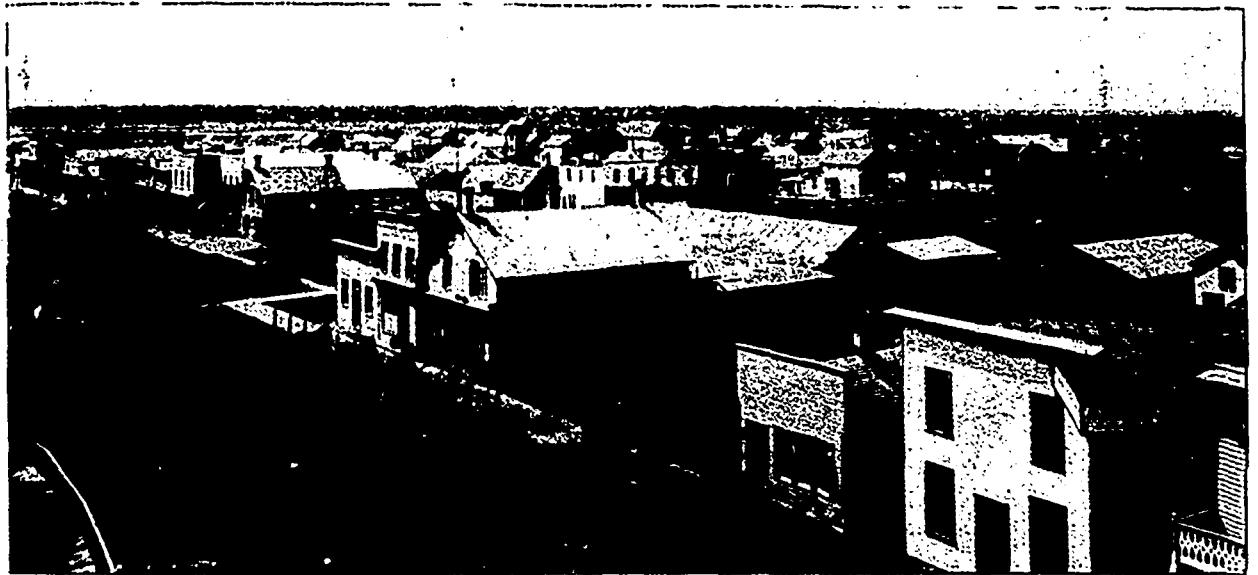
Trading institutions of every class.....	912
Wholesale mercantile houses.....	75
Retail " ".....	408
Manufacturing " ".....	167
Miscellaneous " ".....	202

BUSINESS DONE IN 1884.	
Wholesale mercantile.....	\$14,220,008
Retail " ".....	5,809,000
Manufacturing, contracting and building (not included in mercantile).....	2,550,000
Miscellaneous.....	500,000
Total.....	\$23,079,008
Value of imports.....	\$2,239,614.00
Customs duties collected.....	509,506.81

In 1885 business in Winnipeg made considerable progress, although the outbreak of rebellion away in the far Northwest made a bad interruption, and just as the spring was about to open up and the prospect looked brighter than it had done for four years,



SOURIS, MANITOBA.



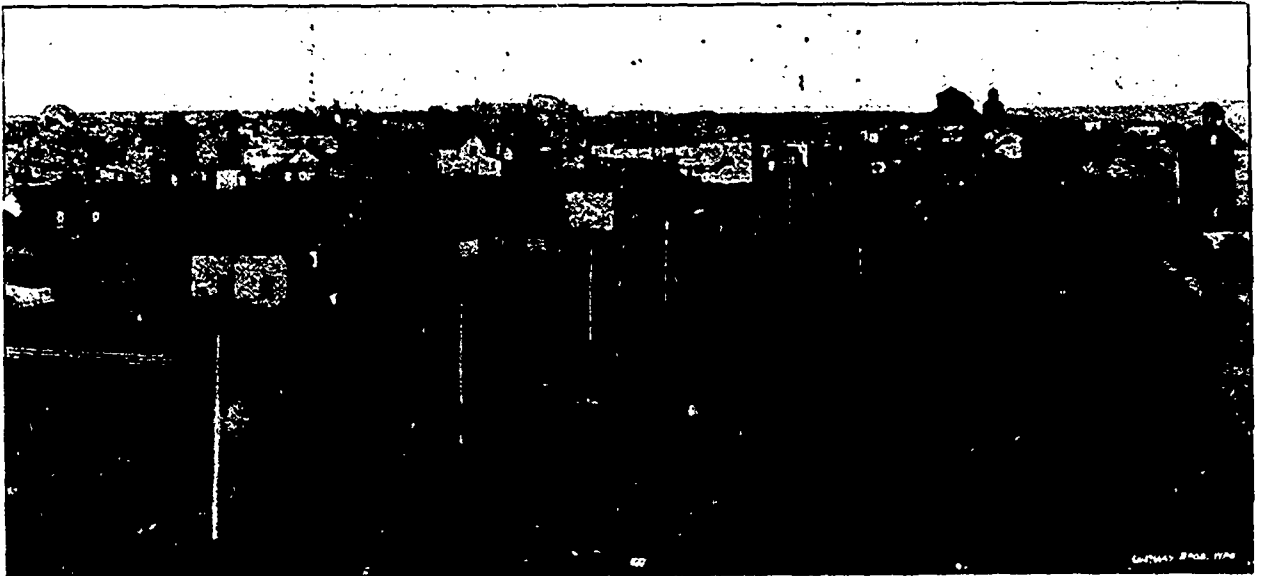
GRETNA, MANITOBA.



MORDEN, MANITOBA.



CARBERRY, MAN., LOOKING NORTH-WEST FROM LYONS' ELEVATOR.



BRANDON, MAN., FROM THE EAST.



BRANDON, MAN., FROM THE NORTH.

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military preparations for crushing the rising occupied the attention more than business, and completely staggered many branches of trade. For weeks in March and April the sound of the bugle was more familiar than the clang of the hammer, and by the close of the latter month the city had sent to the front some two thousand men as soldiers, teamsters, transport men and other branches of the service. Such an exodus had a very bad effect upon the retail trade of the city, there being so many less to supply with the necessaries of life, not to mention the comforts and luxuries.

On industrial affairs the effect was also unfavorable, and so many artisans went to the front, that quite a few manufacturing concerns were practically at a standstill for three or four months.

Of the wholesale trade after the first shock was over, the effect was not so unfavorable, although the lines dependant upon building and contracting suffered very severely, as no building was undertaken until after midsummer, and heavy undertakings of every kind were postponed until after the return of the troops from the front.

TRADE FIGURES OF 1885.

The year 1885 closed with 87 houses in Winnipeg which did more or less of a wholesale or jobbing business, which shows an increase of twelve over the figures of 1881. There were no new concerns started during the year, but fourteen added jobbing to their retail trade, while two wholesale concerns went out of business.

The 87 were divided as follows: In grain, grain products and milling, nine; in groceries and provisions, sixteen; in dry goods and clothing, eight; in lumber and lumber manufactures, including furniture, twelve; in hardware, metals and stoves, ten; in farm machinery, seven; in boots and shoes, harness and leather goods, four, and miscellaneous, nineteen.

In 1881 the grocery and provision trade showed the largest aggregate of business, but this year it had to give place to grain. grain product and milling, which came to the front with an aggregate business of \$3,518,452, divided as follows: Wheat, 3,455,400 bushels, at a cost of \$2,033,600; oats, 599,450 bushels at a cost of \$259,850; barley, flax and other grains and seeds to a value of \$141,100, flour, 474,160 bags at a value of \$923,892; oatmeal, bran, shorts, chopped grain and other grain products of a value of \$160,000.

Groceries and provisions although taking a second place during 1885, showed an increase in aggregate over 1881, and figured up to \$3,397,846.

The third in the list in 1881 was the lumber trade, but in 1885, that place was taken by dry goods and clothing, with an aggregate business of \$1,591,450.

Lumber and timber manufactures took the fourth place with an aggregate of \$1,257,000, and were very closely followed by hardware, metals and stoves with a total of \$1,226,000.

Farm machinery took the sixth place with a total of \$1,061,327, while there is quite a wide gap between that and the next on the list, namely, boots and shoes, harness and leather goods which footed up to \$517,000.

The remaining nineteen houses were spread over a number of branches, including paints and oils, stationery, crockery and glassware, wines and liquors, fruits, etc., and they showed an aggregate business for the year of \$1,263,000.

Thus the aggregate wholesale trade of the year footed up to \$19,818,075 or \$372,023, short of that of 1881, which reached \$14,220,098.

This deficiency was made up as follows: Lumber showed a decrease of \$1,302,900; hardware of \$277,273; farm machinery of \$39,200, and boots and shoes, harness and leather goods of \$33,500; making a total of \$1,652,323 in these four branches.

On the other hand the grain and milling business showed an increase of \$562,932; groceries and provisions of \$243,500; dry goods of \$5,450, and miscellaneous lines of \$158,400, giving a total increase of all lines of \$1,280,282.

The year 1886 was one of general prosperity, and the figures of the city's trade as reported at the Annual Meeting were for the year—

Wholesale Mercantile	\$15,695,356
Retail Mercantile	6,000,000
Unclassified	1,750,000
Building	462,000
Manufactures not included in Mercantile	1,262,000
	<hr/>
	\$25,169,356

The year 1887 was a year of unusual prosperity in the Northwest, the crop being the finest on record, and the average yield the heaviest. The exports from

Manitoba for that year, according to an estimate carefully compiled for the Winnipeg Board of Trade, had a value of nearly eleven million dollars, the wheat export alone being over 10,000,000 bushels.

It is needless to follow this up year after year. Winnipeg's progress has been phenomenal for the past ten years, and if during the past two years of depression it has been slower than usual, it has been steady always, while the city as a place of residence has improved wonderfully during the past three or four years. The reader can catch a proper glimpse of Winnipeg's progress from early days, and it is now in order to furnish some facts and figures about Winnipeg of today.

WINNIPEG IN 1894.

To the visitor the City of Winnipeg presents a strange mixture of metropolitan and pioneer evidences. The broad streets, massive stone and brick business and public buildings, electric street railway, and electric lighted streets and stores pronounce the city to be in the very van of progress, and in no way inferior to eastern cities of three times its population. Again, on the large streets, and even on some of the main thoroughfares can be seen the fast-decaying light frame business buildings, all relics of a pioneer period, and taken with the evidences of solidity, all going to show how rapidly the transition has been from a frontier village or town to a prominent commercial centre, and a city of considerable importance.

Winnipeg has now a population of over thirty-five thousand, and in spite of the depression so general over this continent during the past year, the increase in population has up to date been steady, and still continues so. This is probably due mainly to the fact, that when depression spread over America in the beginning of 1893, it reached Winnipeg and Manitoba generally when there was not a vestige of inflation of any description to be met with in the city or province. The community had therefore to face depression free-footed, and without a speculative load of any description. In every field, real estate and personal property, prices and people's ideas were down to par and even below it. It is confidently asserted by those able to judge, that at present real estate in the City of Winnipeg is lower on the average in price than in any city of its population in America. It is not to be wondered at therefore, that the depressed year of 1893 was the busiest in building operations in Winnipeg of any year since the crazy boom years of 1881-82. People who had funds simply took advantage of the low price of everything, and built cheaply, more so indeed than they are likely to do again for years to come.

BUSINESS FIGURES.

There are in Winnipeg at present about one thousand one hundred places of business. First among these we mention the banks, as follows: The Bank of Montreal, The Bank of Commerce, The Bank of British North America, The Merchants Bank, The Imperial Bank of Canada, The Bank of Ottawa, The Molson's Bank, The Union Bank of Canada, The Banque de Hochelaga, The Banque Nationale and the private banking firm of Alloway & Champion. Nearly one-half of the chartered banks of Canada are thus represented in the city.

There are in the city, including the grain and milling firms, over one hundred houses doing a wholesale or jobbing business, whose aggregate annual turn-over must exceed twenty millions of dollars. The lines

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represented are Dry Goods, Groceries, Hardware, Clothing, Boots and Shoes, Farm Machinery, Provisions, and Farm Produce, Fruit, Crockery and Glassware and Furniture.

There are in the city over one hundred manufacturing institutions, a large number being small ones representing industries that will yet assume large proportions. The iron and metal industry stands first, if we except flour milling which shows the largest turnover, although it does not furnish the most employment. Two breweries do an extensive business all over the Northwest; three cigar factories now employ over one hundred hands, while the harness and saddlery industry employs about eighty. Saw and planing mills employ about one hundred and ten hands, and the furniture and upholstery business over forty hands, while the manufacture of tents, awnings, mattresses and such like employ over sixty. The Canadian Pacific and Northern Pacific shops, with the train hands, clerks and other employees keep located in the city over seven hundred hands, so that there is altogether in Winnipeg quite a heavy demand for skilled mechanical labor of different kinds.

The Press of the city comprises three daily papers, one morning and two evening, any of which for size, variety of news and ability in conduct, could hold their own with the publications of large eastern cities. There are eight weekly papers published, one being in the German and two in the Icelandic language. There are six monthlies published also, which makes up the entire press of the city.

There are thirteen different loan and mortgage companies doing business in Winnipeg, while several insurance and other corporations have agencies here and heavy investments in real estate mortgages. The aggregate funds out at interest by these corporations amounted to a year ago over \$16,000,000, not to mention the loans of that class made by private parties.

There are over six hundred retail mercantile institutions in Winnipeg, representing almost every line of business, while some of the leading stores would hold their own in magnitude with those of leading eastern cities.

The balance of the business institutions is made up of real estate and land companies offices, offices of commission agents or those representing eastern, United States and European manufacturers, fire and life insurance agencies, and a number of other lines, too various to be enumerated.

Such is the business structure of the City of Winnipeg at present, and while the present general depression prevents anything of a booming activity from existing, the state of business is decidedly healthy.

EDUCATIONAL ADVANTAGES.

Rapid as has been the growth of the City of Winnipeg, the educational affairs of the city have kept pace with the general movement. In 1871 there was one small schoolroom and one teacher in the whole locality. Now there are sixteen public schools, where a good elementary and collegiate education can be had, free to children of the residents of the city, and these schools are managed by an efficient staff of seventy-eight teachers. There is at present school accommodation for about six thousand pupils.

In addition to the public schools there are a number of private academies, where the elementary as well as the higher branches are taught.

The subjoined tables, compiled by Mr. J. Stewart Mulvey, the Secretary-Treasurer of the City School Board, furnish a lucid idea of the progress of education in Winnipeg for over twenty years

TABLE SHOWING THE INCREASE OF WINNIPEG SCHOOLS AND COMPARATIVE EXPENDITURE SINCE 1871.

Year.	No. Teachers.	No. School Houses.	Departments.	Expenditure for the year.
1871	1	1	1	\$ 239 00
1872	1	1	1	1,719 20
1873	1	1	1	1,477 51
1874	2	2	2	3,515 76
1875	4	2	3	2,820 95
1876	4	2	4	6,189 18
1877	5	3	5	8,320 00
1878	5	3	5	7,000 00
1879	8	3	8	8,828 79
1880	13	3	13	16,724 82
1881	13	3	13	48,126 49
1882	36	8	36	92,819 36
1883	39	9	39	85,475 91
1884	44	10	44	61,370 21
1885	48	11	48	93,172 93
1886	49	11	49	78,691 81
1887	50	11	50	68,242 85
1888	54	11	54	66,790 89
1889	61	13	61	85,426 25
1890	61	13	61	91,679 79
1891	66	14	66	113,174 76
1892	67	14	67	185,814 00
1893	78	16	78	169,697 48

The sites and buildings at present in possession of the Board are as follows:—

1 Fort Rouge	Brick and Stone	4	\$20,000 00	
1 Pembina	Brick Veneer	2	5,500 00	
2 South Central	" "	10	30,000 00	
3 Mulvey	Brick and Stone	8	38,000 00	
"	" "	2		
3 St. James	Brick Veneer	1	1,000 00	
4 Central, Nos. 1 and 2	" "	20	80,000 00	
4 Collegiate	Brick and Stone	10	40,000 00	
5 North Central	" "	10	40,000 00	
5 Argylo	Brick Veneer	4	16,000 00	
5 Finkham	Brick and Stone	2	8,000 00	
5 Dufferin	Brick Veneer	4	9,000 00	
5 Aberdeen	Brick and Stone	8	24,000 00	
6 Machray	Frame	3	4,000 00	
5 Princess Street Lots			2,500 00	
5 Dufferin Park Site			7,000 00	
Total.....				\$327,000 00

The foregoing tables show that the elementary education of the rising generation is being well attended to in Winnipeg. In the matter of higher or secondary education the advantages within reach even of the poorest are equally good. The seat of the University of Manitoba is in Winnipeg, and of institutions working in unison with the same there are three colleges. Saint John's, a fine college in the north end of the city, is under the control of the Church of England, while Manitoba College, an equally fine institution, nearer the centre of the city, is controlled by the Presbyterian Church, and Wesley College, under the control of the Methodist Church, is now having new buildings constructed for early occupation. Under the management of the Sisters of Jesus and Mary there is a well conducted ladies' seminary, while across the Red River, in the town of St. Boniface, a well-managed college is under the control of Roman Catholic clergy, and here boys alone are taught the higher branches. In the same town is another excellent academy for the training of girls, under the management of the Grey Nuns.

Altogether, therefore, Winnipeg is quite on a par with the older cities of the east in the matter of primary and secondary educational facilities.

CHURCHES.

The spiritual welfare of Winnipeggers is not overlooked by any means, for in the city the Church of England has seven churches, the Presbyterians seven also, the Methodists the same number, the Roman Catholics two, the Congregationalists two, the Baptists one. There is also an Icelandic Church, and a Lutheran organization. Altogether there is church accommodation in the city for about twelve thousand people.

Many more points might be taken up about this wonderful metropolis of the new Northwest, but enough has already been given to demonstrate that its social, commercial, educational and moral position is in no way inferior to that of older and larger cities.

OVER THE PRAIRIE LAND.

WINNIPEG is the lookout point of the great prairie-land. Here the visitor stands upon the margin of a great stretch of fertile land, bounded on the South by the United States, on the North by the Hudson's Bay and the Arctic regions and on the West by the Rocky Mountains. There are within this vast stretch some four hundred millions of acres of land, as rich for agricultural purposes as the world can furnish, and where the bread for the population of the whole world could be produced were it settled and tilled. From the city the traveller can start over any of three lines of railway running south-west into the prairie-land, or over the C.P.R. main line west to the Rocky Mountains, or away to the North-west over the M. & N.W. There are in fact 11 different lines of rail over which a start can be made east, west, north or south as the case may be. If, however, the traveller is in search of rich land at a low price, he had better make an investigation around the city, and within a dozen miles of its centre he will find thousands of acres of the richest of prairie lands, which can be bought at from four to ten dollars an acre. These lands were originally granted by the Dominion Government to the native population who were resident here in 1870. Out of the hands of these aborigines these lands gradually passed into the hands of speculators, who for a time held them at ransom prices, but were eventually compelled to part with them from inability to pay demands upon them. Now these lands are once more in the market at abnormally low prices, and the land-hunter would do well to examine them before locating elsewhere.

Right around Winnipeg we say the intending settler can secure lands by private purchase, with a number of years allowed for payment by instalments, at from \$4 to \$10 an acre, and at the latter figure partially improved farms can be had. It is customary for the un-improved immigrant to rush to some far western point when he reaches the Northwest, and not infrequently such settlers settle where the agricultural advantages are no better and probably not as good as in the more thickly settled localities, while they have to wait many years in their far western locations before they can secure the social, religious and educational advantages which already exist in the more thickly settled portions they pass over without inspection. Parties with young and growing families would do well to avoid this blunder, as in their case such advantages are of inestimable value. Around the city of Winnipeg for instance lands

as good as the Northwest possesses can be bought at the figures above stated, and not only are all the advantages above named thrown in, but the pecuniary advantage of an ever ready and omniferous market for every article the settler can produce, will far more than counterbalance the cost of a few dollars an acre paid for the land settled on. Lands given free in far western points are dearer than those around the city costing \$10 an acre.

But as a large proportion of the immigrants coming to the Northwest want free lands, the following quotation is taken from the Dominion Government's Official Hand Book for their information :

FREE GRANTS, ETC.

Under the Dominion Lands Regulations all surveyed *even numbered* sections, excepting 8 and 26 (Hudson's Bay Co. lands), in Manitoba and the North-west Territories, which have not been homesteaded, reserved to provide wood lots for settlers, or otherwise disposed of or reserved, are to be held exclusively for homestead. *Odd numbered* sections (with the exception of 11 and 29, which are school lands) for 21 miles on each side of the Canadian Pacific Railway, may be generally stated to be railway lands, purchasable from the company, and not open for homestead. There are also other railway lands, which have been appropriated in aid of similar undertakings, and generally speaking it may be said that the sections bearing odd-numbers are either disposed of or reserved as grants in aid of the construction of railways.

Free grants of one quarter-section (160 acres) of surveyed agricultural lands may be obtained by any person who is the sole head of a family, or by any male who has attained the age of 18 years, on application to the local agent of Dominion Lands for the district in which the parcel applied for is situated, and on payment of an office fee of \$10. At the time of making entry the homesteader must declare under which of the three following provisions he elects to hold his land, and on making application for patent must prove that he has fulfilled the conditions named therein :

1. By making entry and within six months thereafter erecting a habitable house and commencing actual residence upon the land, and continuing to reside upon it for at least six months in each year for the three next succeeding years, and doing reasonable cultivation duties during that period.

2. By making entry for the land, cultivating it for three successive years, so that at the end of that period not less than forty acres be under cultivation; residing for at least six months in each year during that time within a radius of two miles of the homestead; and erecting a house upon the homestead and residing in it for three months before application is made for patent.

3. By making entry and, within six months from the date thereof, commencing the cultivation of the homestead; breaking and preparing for crop within the first year not less than five acres; cropping the said five acres, and breaking and preparing for crop not less than ten acres in addition, and erecting a habitable house thereon before the expiration of the second year, and thereafter residing therein and cultivating the land for at least six months in each of three years prior to the date of the application for patent.

Persons making entry for homesteads on or after 1st September in any year are allowed until 1st June following to perfect their entries by commencing the performance of their settlement duties in accordance with the terms of entry in each case.

The only charge for a homestead of 160 acres is the entrance fee of ten dollars. In certain cases forfeited pre-emptions and cancelled homesteads are available for homesteads, but slightly additional fees are demanded from the settlers in each case. Full information can be obtained from the local agents.

In the event of a homesteader desiring to secure his patent within a shorter period than the three or five years, as the case may be, he will be permitted to purchase it at the Government price ruling at the time of entry, on furnishing proof that he has resided on the land for at least twelve months subsequent to date of entry, and has cultivated 30 acres thereof.

The pre-emption system has been abolished, but a settler desiring to acquire a larger holding than 160 acres, and having the means to pay for it, can buy from the Government a quarter section adjoining his homestead, one-fourth of the purchase money being payable at the time of the sale, and the balance in three equal annual instalments with interest at six per cent per annum, or he may be able to buy from the railway company the whole or part of an adjoining odd-numbered section, as he may find expedient.

The first route we shall select as the pathway to the West is through Southern Manitoba, the Garden of the Northwest as it is called.

SOUTHERN MANITOBA.

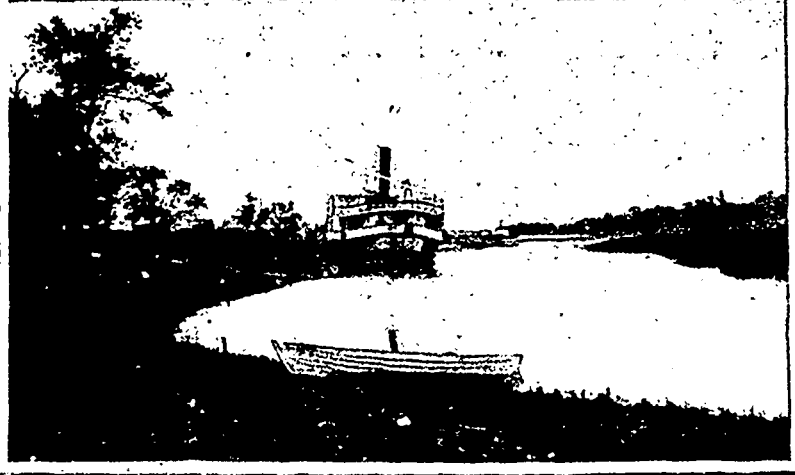
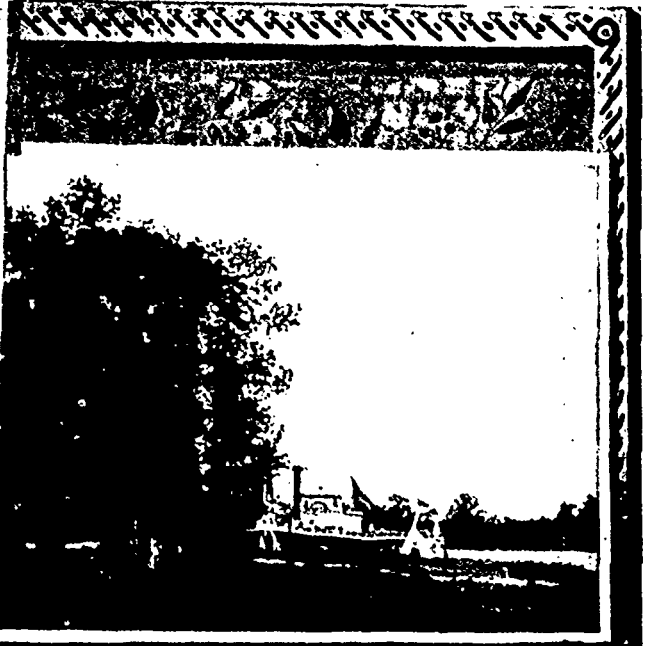
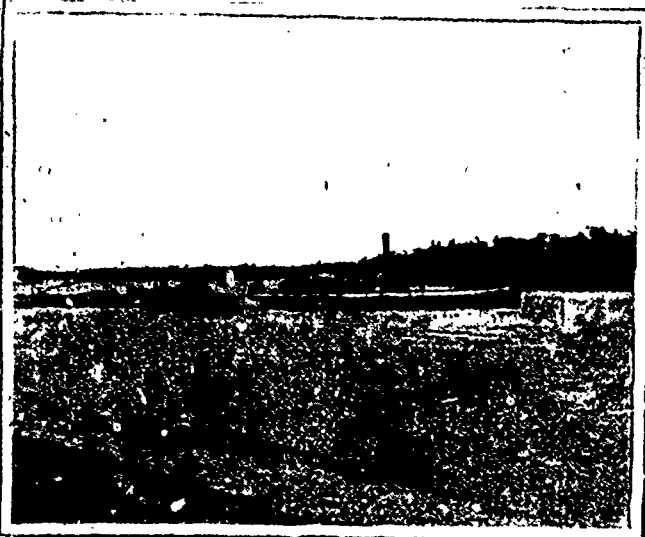
IN a publication of this kind, where there is such scope for the display of grace and power of expression in writing as the magnificent scenery of the Rocky Mountains or the fairy-like beauty of the Lake of the Woods affords, it is a difficult matter to give a description of such a district as Southern Manitoba, although it too has a fair share of natural beauty, in such a setting of words as to make it attractive to the general reader. What is probably a great deal better, however, it affords abundance of matter of a more practical nature which needs only to be dealt with in the most commonplace language to give this part of Canada an importance in the mind of the reader second to no other district in the whole Dominion. Southern Manitoba has been designed by Nature to be an agricultural and pastoral country and accordingly that sensible old dame has not wasted any time or material in striving after effects which would tend to lessen the area available for those industries. The land may be generally described as rolling prairie, and is well cut up with waterways in the shape of creeks, ravines and rivers. The Red River is the most important of these waterways, draining the eastern and central portion of the country, while the Souris is the next, draining the western and southwestern portions; the Pembina River is also a stream of considerable size. The Tiger Hills, which lie to the south of the Southwestern or Glenboro branch of the C.P.R., and extend some miles east and west, and the Turtle Mountains, which lie partly in the United States and partly in Canada, in nearly the extreme southwestern part of the province are the only elevated parts of this country. It might be said before going further, that the term Southern Manitoba is generally accepted to mean only that part of the province which lies to the west of the Red River, and served by the Pembina Mountain, Souris and Southwestern branches of the C.P.R. and the Morris and Brandon branch of the Northern Pacific. These are the parts that are to be herein dealt with.

This portion of Manitoba is the furthest advanced in the process of settlement and development. It has always led in this respect. It includes among its settlements the rich Mennonite colony of the Municipality of Rhineland in the Red River Valley, and the less prosperous but still important Crofter colony at Killarney in the Municipality of Turtle Mountain. An examination of any late map of Manitoba will show from the number of towns and villages shown thereon that the country is now fairly well populated, although there is room for many thousands of settlers more. These towns and villages are steadily growing in population, volume of business and in commercial importance, as anyone who makes periodical visits to them will observe, and this may be taken as a sure evidence that the country tributary to them is also making progress. The wooden shacks which have in times past been doing duty as stores and office-buildings are yearly giving place in increasing numbers to buildings of brick and stone or of good lumber, and these are commodious in size and fitted with the most modern conveniences. The residential buildings are also being built in a great deal

better style now. In the earlier days the merchants and others who inhabit these towns were content to live in shacks of the tar-paper style of architecture, built principally with a view to keeping out the rain and cold, and it was not always that they did even this. Now it is nothing to see houses going up under the supervision of city architects, and on the most modern plans. Some of the residences of Southern Manitoba would do credit to any city on the continent. And not only are the people of the towns going in for fine houses but the farmers are as well. During the slack time between seed-time and haying in the present year, from six to eight hundred dollars' worth of lumber was taken out of the town of Gretna every day by the farmers of the surrounding district, to be used in buildings. Many other places in Southern Manitoba were doing at the same time a proportionately large business.

The best way to study Southern Manitoba after getting such general information as has already been given herein, is to take the lines of railway and follow them, taking up the towns as they are reached. Let us do that. First in order of importance of these lines is the Pembina Mountain branch of the C.P.R., which runs in a southerly direction from Winnipeg to Rosenfeldt, where it makes a junction with the Great Northern line to the south, and then turns west, running through the municipalities of Rhineland, Stanley, Pembina, Louise, Turtle Mountain and Winchester, till it joins the Souris branch at Napinka. This Souris branch runs from Kemnay on the main line of the C.P.R. in a south-westerly direction till it reaches the western boundary of the province and then turns west, running to Estevan where it forms a junction with the Soo line from St. Paul in the United States to Moosejaw, N.W.T., on the C.P.R. main line. After leaving Winnipeg the Pembina Mountain branch runs through some very pretty French settlements in the Red River Valley and on to the town of Morris. This is one of the oldest towns in Manitoba. It first came into prominence in the boom days and bade fair to be a place of considerable importance. Fate however ruled otherwise. Injudicious management placed it in a bad financial position from which it is only now beginning to show signs of recovery. The place is an ordinary country town with probably about 300 inhabitants. It serves a rich and prosperous section of country and will no doubt hereafter make substantial progress. It is exceptionally well served with railways having the Northern Pacific, Great Northern and C.P.R. trains passing through it daily to and from Winnipeg and all points in Southern Manitoba and the United States.

The next place on this line is Rosenfeldt Junction, a very small village in the municipality of Rhineland. The business done here is largely with the Mennonites. The land in the immediate vicinity of Rosenfeldt is not yet fit for occupation, being low and liable to flood in the wet seasons. It is the intention of the municipal council to construct a drain through this low part this year at a cost of several thousand dollars and thus reclaim the land and make it fit for cultivation. South of Rosenfeldt on the international boundary between Canada and the United States, and reached by the Great Northern Railway, is the town of Gretna. This place is now and always has been one of the most substantial towns in Manitoba. It is the market for the populous Mennonite reserve which surrounds it. The population is estimated at 500. Its stores are among the largest and best-stocked in the province. It has elevator accommodation for about 100,000 bushels of grain, and



S. S. "COLVILLE."

SELKIRK FISH CO.'S STATION, LAKE WINNIPEG.

STEAMBOAT "MARQUETTE."

STEAMBOAT "SILTANA."

STEAMBOAT "CITY OF SELKIRK."



STEAMBOAT "PRINCESS,"

RIVER SCENE AT SELKIRK.



WOODLAND SCENE AT SELKIRK.



THE FISH HATCHERY, SELKIRK.



Western Loan & Trust Co.,

Annual Statement.

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Senator of Canada.

Vice-Pres.—J. S. BOURQUET, Esq.,
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R. A. ANDERSON, Esq., Mayor
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Manager—W. Barclay Stephens.

Inspector—W. L. Hogg.

Bankers—The Merchants Bank of
Canada; La Banque du Peuple.

Solicitors.—Messrs. Greenshields
& Greenshields.

Solicitors for Manitoba & N.W.T.
—Messrs. Allen & Cameron,
Winnipeg.

STATEMENT.

ASSETS:

Office furniture, Safe, Books and Supplies ...	\$ 1,820 82
Commercial Bank of Manitoba	45 92
Stockholders Acc't	740,733 49
Loan Acc't	205,848 80
Accrued Interest	15,188 08
Merchants Bank	603 85
Banque du Peuple	197 75
Sundry Acc'ts including uncompleted Loans.	6,025 18
Cash Acc't as per C.B. 35	1,062 63
	<u>\$972,095 62</u>

LIABILITIES.

Capital Acc't	\$ 952,500 00
Unclaimed Dividends	1,212 05
Profit and Loss, after paying 3½ per cent Jan. 2nd, 1894	11,802 45
Deposit Acc't	3,540 42
	<u>\$972,095 62</u>

TRIAL BALANCE.

June 30th, 1894.

	Debit.	Credit.
Office furniture, Safe, Books and Supplies	\$ 1,820 82	
Commercial Bank of Manitoba	45 92	
Stockholders Acc't	740,733 49	
Loan Acc't	205,848 80	
Capital Acc't		952,500 00
Accrued Interest	15,188 08	
Unclaimed Dividends		1,212 05
Profit and Loss		11,802 45
Merchants Bank	603 85	
Banque du Peuple	197 75	
Sundry Accounts, including un- completed loans	6,025 18	
Deposit Acc't		3,540 42
Cash Acc't as per C.B. 35	1,062 63	
	<u>\$972,095 62</u>	<u>\$972,095 62</u>

DEAR SIRS,

I hereby certify that I have compared the foregoing
statement with the books of the Company, and that I find
the same to be correct. Respectfully submitted,

ALEXANDER WOODS, Auditor.

HEAD OFFICES :

94 ST. FRANCIS XAVIER ST., MONTREAL.

PEOPLE
WHO
KNOW.

WHEN YOU WANT reliable informa-
tion of any kind, about anything,—
you ask people who know.

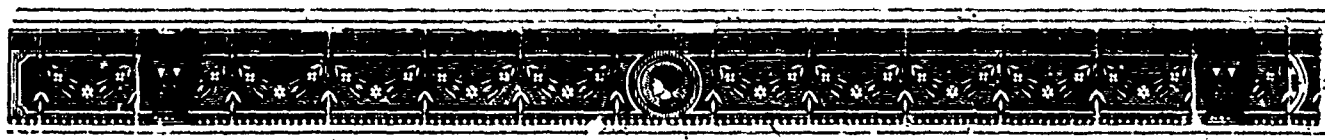
WHEN YOU WANT to find the place
to buy the latest Dry Goods, at the lowest
prices in Manitoba, ask Winnipeg Ladies,—
people who know.

IT IS A LONG TIME since this store
filled the popular idea of the people's store—
the low-priced store—the place of all others
for new goods, and plenty of them.

SEND FOR SAMPLES AND GET OUR PRICES.

J. ROBINSON & CO.

WINNIPEG, MANITOBA.



✻ J. & T. BELL, ✻

.....MANUFACTURERS OF.....

Fine Boots and Shoes.

To the Consumer we would say, ask for our goods. They are well known and almost every retail dealer who handles better class goods, is compelled to carry them in stock.

We depend upon no useless patent, or crotchet of any inventive crank, on which we ask patrons to pay a Royalty. Our goods are made to combine appearance and comfort, and many years of practical experience have been spent in securing this combination.

Our goods are simply what we name them.

Fine Boots and Shoes.

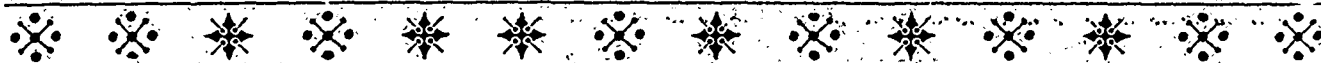
To the trade it is unnecessary to say anything, further than, we let no opportunity slip to improve the quality of our lines, and we take second place to no manufacturer in Canada.

FACTORIES AND OFFICES:

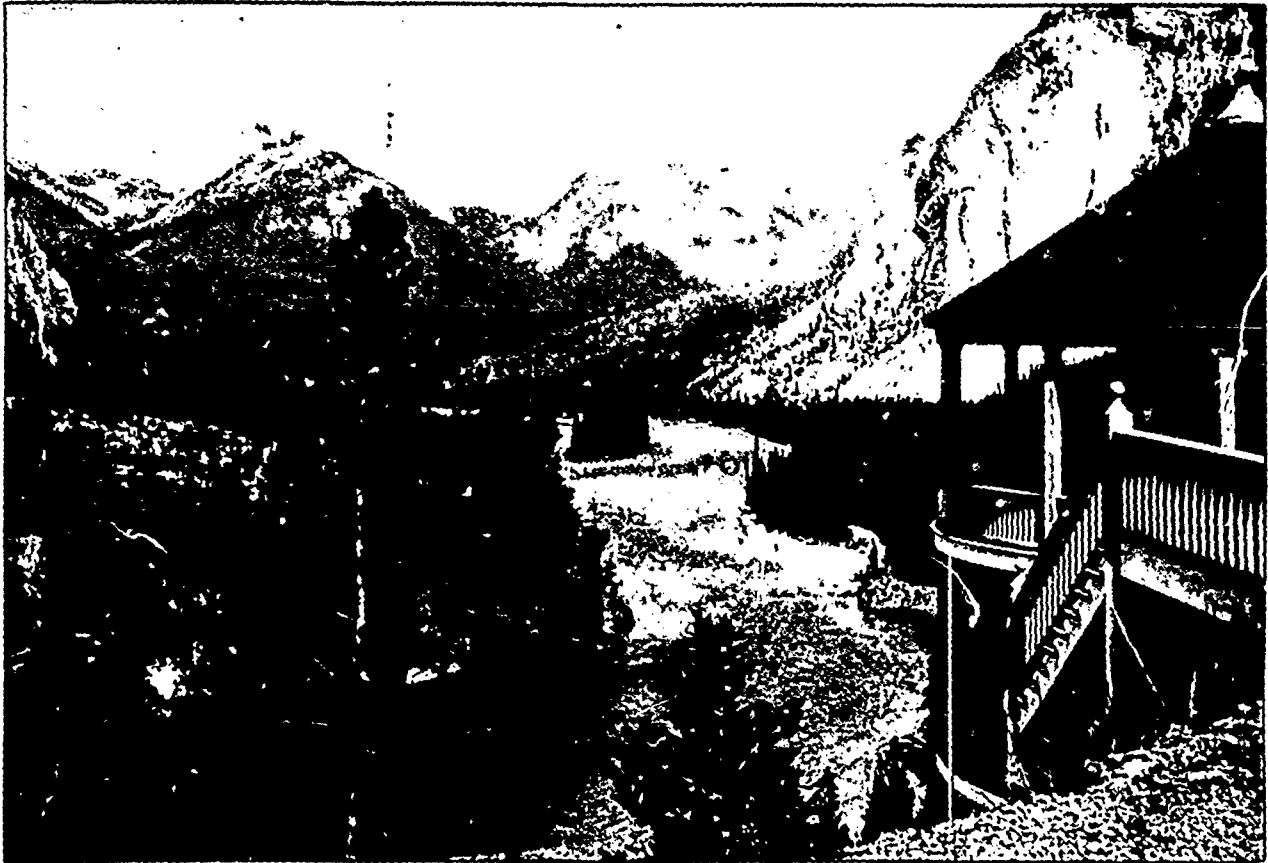
NOTRE DAME STREET EAST, MONTREAL.

L. GODBOLT, Northwestern Agent,

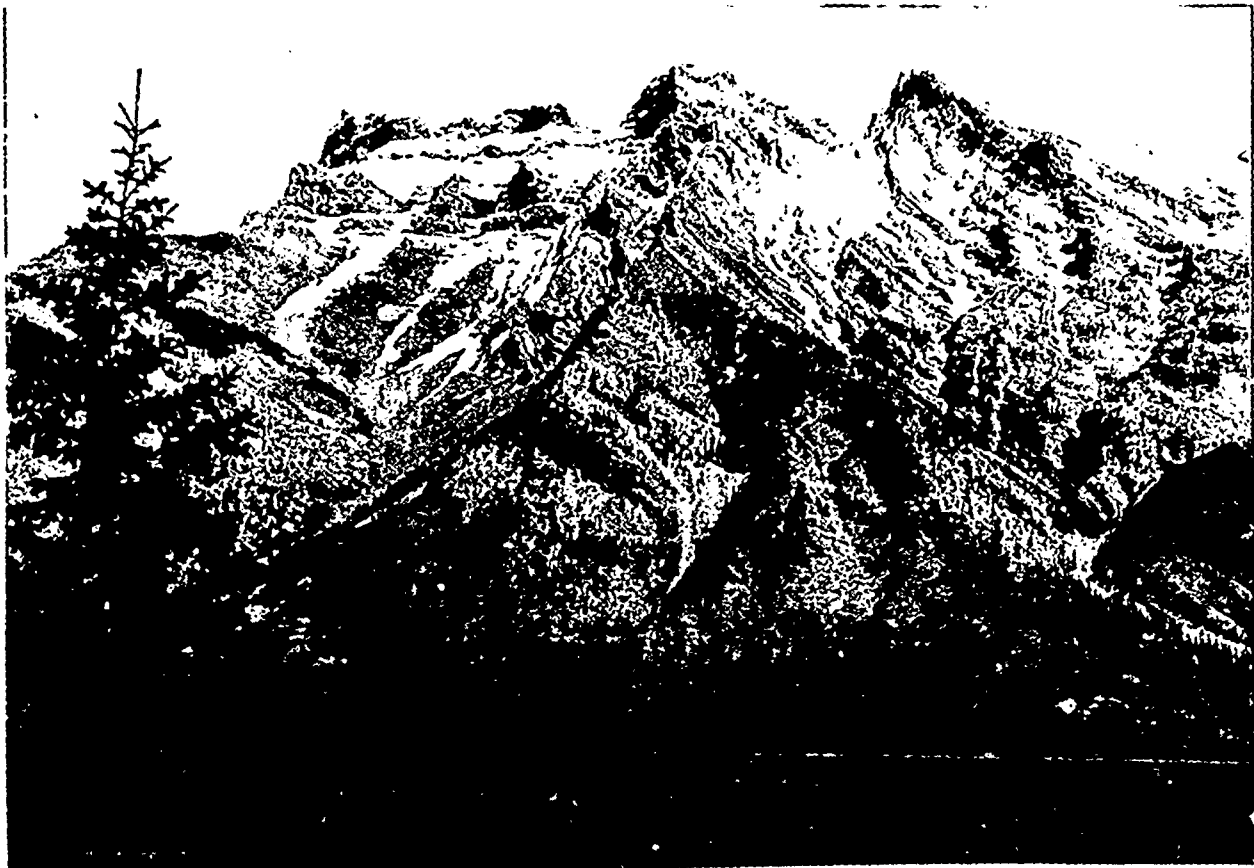
WINNIPEG, MAN.



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BOW RIVER VALLEY, FROM C.P.R. HOTEL BAND STAND, BANFF.



MOUNT ENGLIS MALDIE, SOUTH SHORE DEVILS LAKE, BANFF.



PROSPECT POINT, STANLEY PARK, VANCOUVER, B.C.



VERNON, B.C.

N
EAT
NATTY
NOBBY



WATCHES
CLOCKS
JEWELLERY

The Winnipeg Jewellery Co.

Our travellers are now on the road with samples for Fall and Christmas delivery.

We are prepared to be ahead of any this year in price and quality. Send for quotations and samples on approbation.

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J. K. STRACHAN,
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R. L. MEADOWS,
Manager.

Winnipeg Jobbers' Union

COR. PRINCESS & McDERMOT STS.

Merchants from outside points will find it to their advantage to visit this establishment during their stay in the city.

\$7,000 WORTH OF FURS,

In Coats, Caps, Jackets, Mitts and Gloves.

*Clothing, Boots and Shoes, General
Dry Goods, Etc., Etc., Etc.*

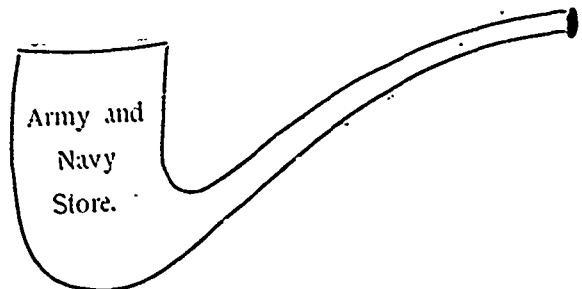
THE ARMY AND NAVY STORE,

.. Wholesale and Retail ..

**CIGARS, TOBACCOS, PIPES, AND
SMOKER'S SUPPLIES.**



Give a call at the Army and Navy while you are in the city.



537 MAIN STREET, WINNIPEG.

WM. BROWN, Proprietor.

All sensible and successful merchants make a leading article of the

ROYAL CROWN SOAP.

BROMLEY & CO.,

MANUFACTURERS OF

TENTS, AWNINGS AND WAGGON AND CART COVERS,

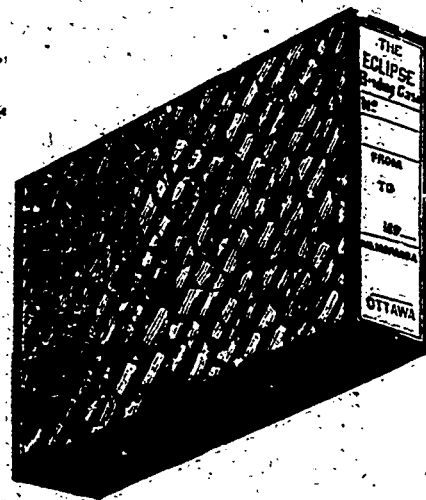
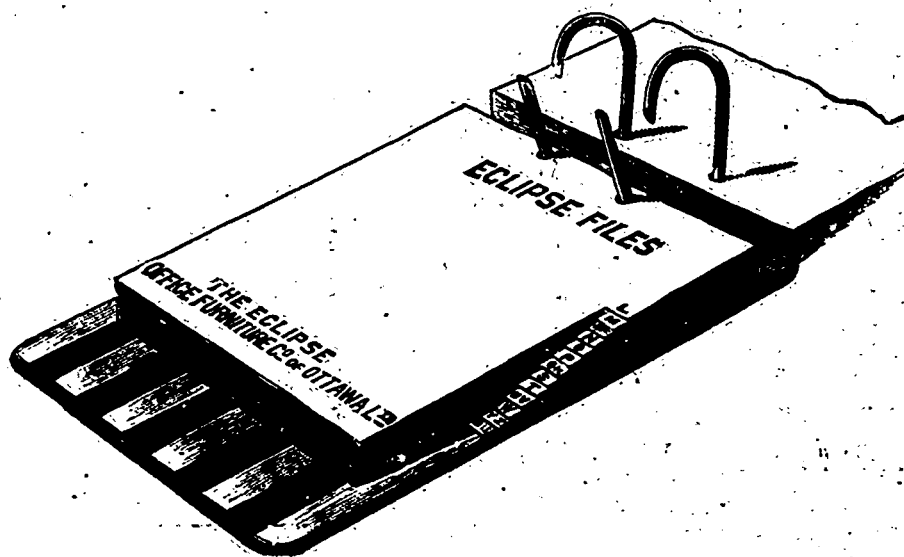
Also of Mattresses and all kinds of Woven Wire Goods.

We are the Largest Manufacturers of these goods West of Toronto.

CAMPERS, SPORTSMEN, PROSPECTORS and SURVEYORS should not fail to fit out at our warehouse for their trip.

**CORNER OF PRINCESS AND
ALEXANDER STREETS.**

WINNIPEG.



Agents for the "Eclipse" Files and Binding Cases.

HART & MACPHERSON,

WINNIPEG.



GENERAL VIEW OF MOOSOMIN, N.W.T.



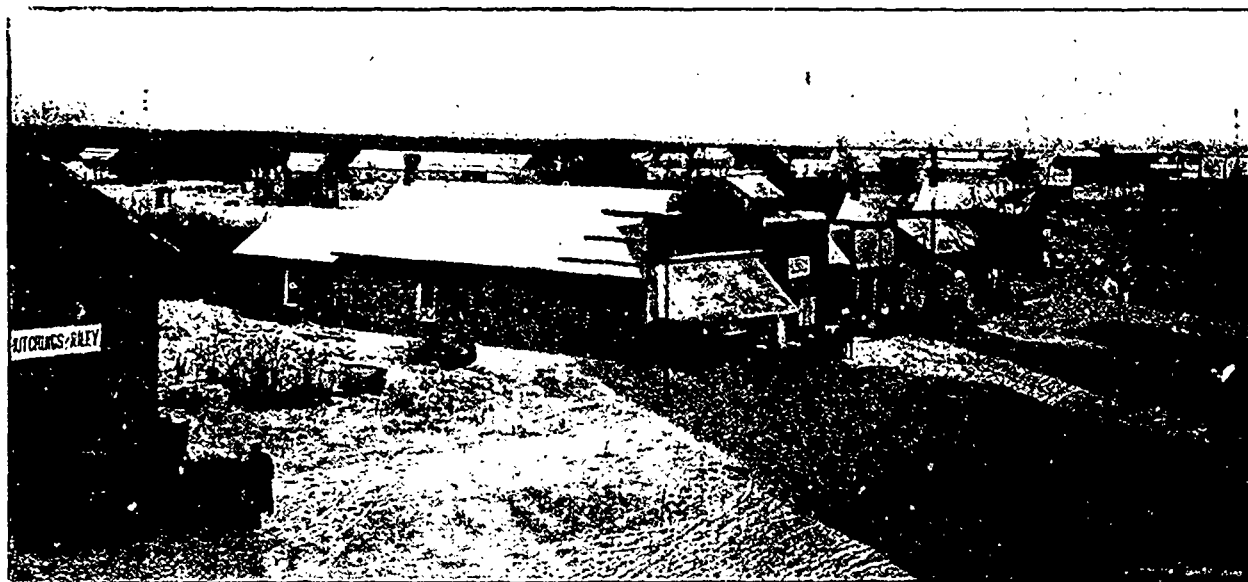
MOOSEJAW, N.W.T.



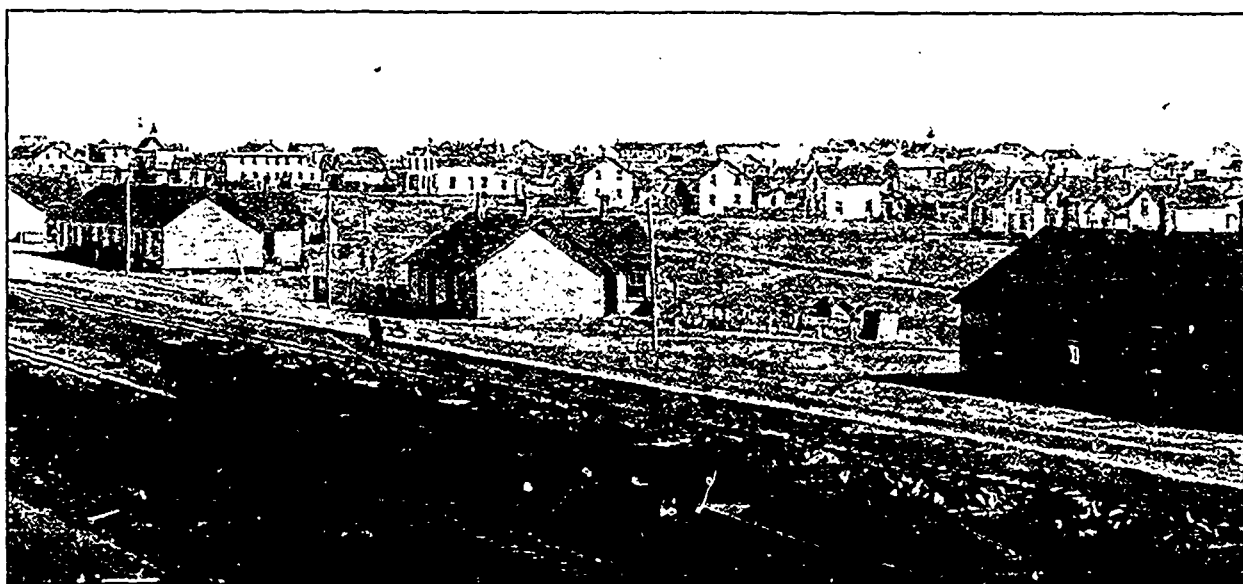
CALGARY, ALTA., FROM ACROSS THE BOW RIVER



PRINCE ALBERT, N.W.T., FROM THE EAST.



EDMONTON, ALBERTA.



LETHBRIDGE, ALTA.—VIEW OF TOWN FROM BANK HEAD.

THE ONLY WAY

That this vast country described herein

can be reached is by the

Canadian

Pacific

Railway.

ITS LINES EXTEND FROM THE ATLANTIC TO THE PACIFIC.

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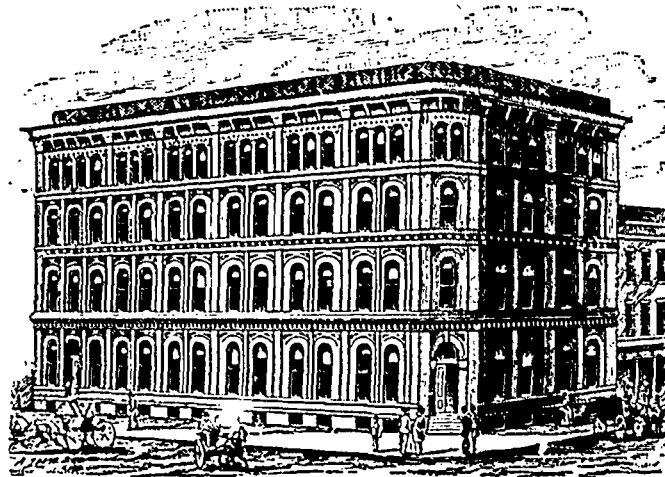
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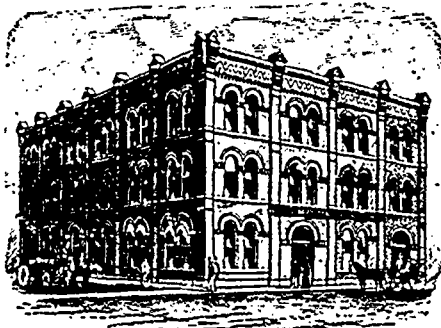


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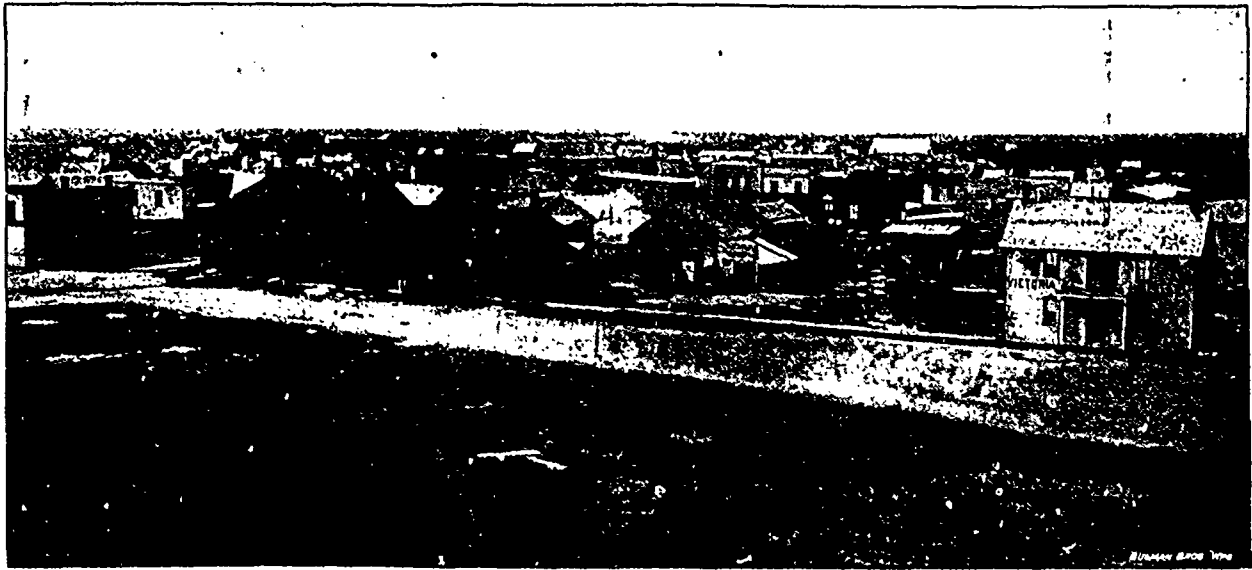
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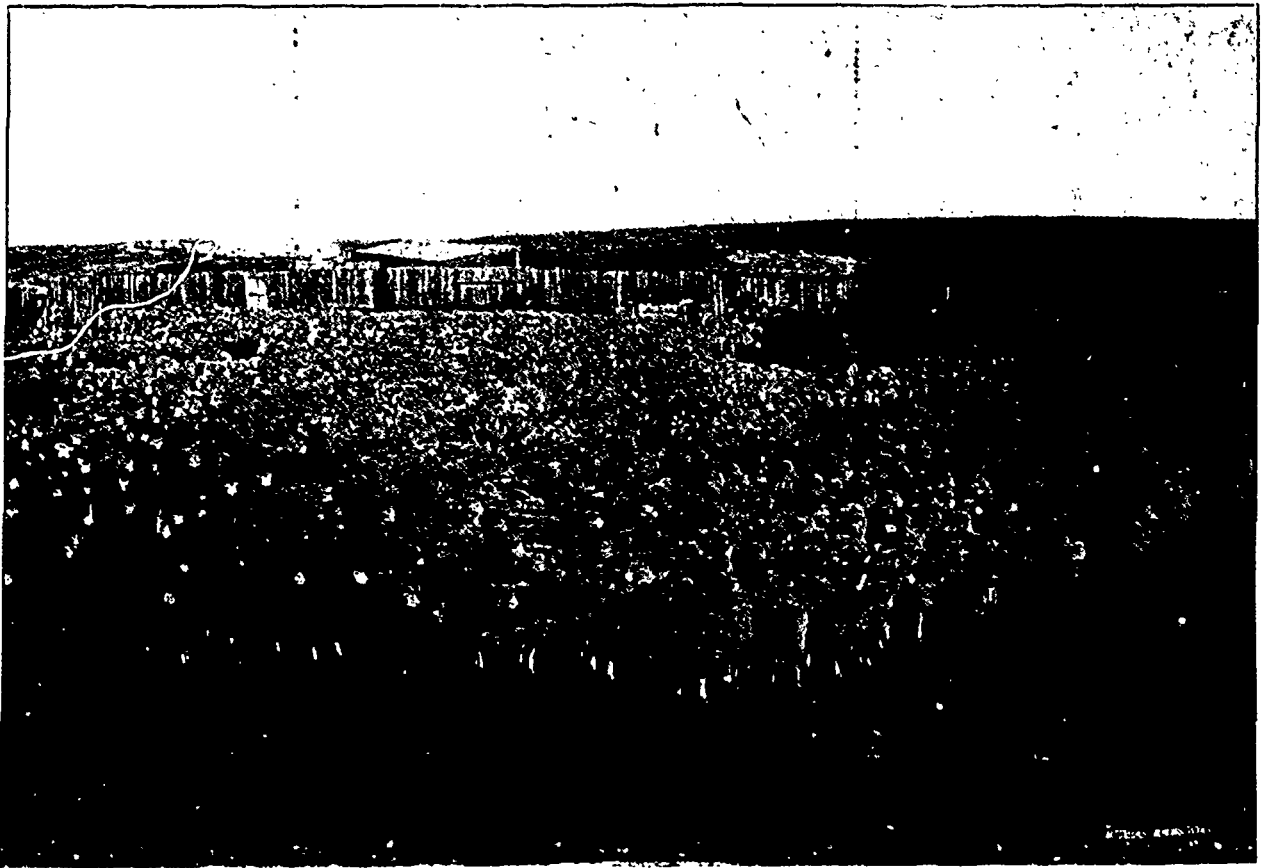
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ASSINIBOIA STOCK FARM.



ASSINIBOIA SHEEP RAISING.



SCENE IN THE QU'APPELLE VALLEY.

ships annually a large share of the Red River Valley crop. Last year the crop of wheat in all the country tributary to it averaged 25 bushels to the acre of the very finest grade. Nearly all of the customs business of Manitoba and of the Northwest Territories is done through this port.

West of Rosenfeldt on the Pembina Mountain branch the first town is Plum Coulee. This place is of considerable importance as a grain market and distributing point. It has 4 elevators and grain warehouses. A new elevator was erected there last year of about 20,000 bushels capacity by Messrs. Boyman & Nichols. This place also deals largely with the Mennonites. The next point west is Winkler, a new town or village of some promise, and then comes Morden, the largest and most influential place in Southern Manitoba.

Morden is in the municipality of Stanley and is distant from Winnipeg about 80 miles. It has a branch of one of the Canadian chartered banks, express and telegraph offices, several churches, two mills, five elevators with an aggregate capacity of about 200,000 bushels, a carriage factory, foundry, &c. A stone school-house is being erected this year at a cost of several thousand dollars which will compare well with anything in the province. The population of the town is estimated to be about 1,200 people.

Passing on west the railway next runs through Thornhill and Darlingford, two very small places, and comes to Manitou. This is well known as one of the centres of the cattle-raising industry of Southern Manitoba. The municipality in which it is situated is known as Pembina, and is one of the best stock districts in the province. The cattle are raised for shipment and many carloads are annually sent from here to the markets of the Old Country. The town also possesses a cheese factory which has won honors at various exhibitions for its products. There are three grain elevators here, the usual complement of stores, business places, hotels, &c. The distance from Winnipeg is 102 miles and the population about 500. One evidence of the substantial nature of Manitou's business is the fact that the Massey-Harris M'fg Company, which supplies nearly all the farm implements used have not had during the past three years to spend a cent in legal proceedings for the recovery of debt.

The next point west is La Riviere, a village in the valley of the Pembina River. About this place there is some very pretty scenery, the great banks of the river with their covering of scrub and trees making a splendid background to the village. A new hotel has been established at this point which furnishes good accommodation for visitors. This place is very often resorted to by Winnipeggers in the summer holidays.

Pilot Mound like Manitou is well known for its cattle business. The annual shipment of cattle from here to the Montreal and Old Country markets amounts to a great many carloads. The municipality of which this place is the chief town is called Louise. There are four grain elevators here and good stores in all lines. The population is about 400.

Crystal City, Clearwater, Cartwright and Holmfield are each places of some importance as grain centres, but with the exception of the first-named place they have not yet reached a stage in their development which would entitle them to be called towns. It is near Crystal City that the Hon. Mr. Greenway, premier of the province, has his farm.

Killarney is a town of considerable size—probably 300 inhabitants. It is the centre of a good farming

district and turns over a large amount of business in a year. It is maintaining a steady growth and has a number of new buildings to show for last year. It is chiefly noted for the beauty of a small lake on which it is situated and from which it takes its name. This place bade fair at one time to become the most popular summer resort in Manitoba, but Rat Portage has taken that business almost entirely away from it. Some people may still be found camping on the lake in the summer.

Ninga is a small but very busy place eleven miles west of Killarney, and next to it is Boissevain, in some respects one of the best towns in Manitoba. It has a number of fine stone buildings, good hotels, lumber yards, grain elevators and a chartered bank. It is the chief town of the municipality of Morton, which is so named after one of the early citizens of the town.

Whitewater is a place which is as yet hardly worthy of notice by reason of the volume of business which is done there although it has a large grain elevator and takes in considerable grain every fall and that usually of extra good quality. But the place is noted for the excellent shooting which the lake on which it is situated affords. Ducks and geese may be seen here in the fall literally in millions. Sportsmen come from all over the province and some from eastern Canada and the United States to this place for their shooting.

Deloraine is a well-known town. It was for a long time the terminus of this line of railway, for which reason the line is still often called the Deloraine branch. Next to Morden this is the largest town on the line. It has a population of about 700. There is a fine stone hotel—one of the best in the province outside of Winnipeg—good schools and churches, and several fine store buildings. This place has been much talked about for the experiment being made by the Government of Canada and the town authorities jointly in well-drilling. An artesian well has been sunk on the main street to a depth of nearly two thousand feet for the purpose of finding a better water supply than is now obtainable. Water has been found but it is of a peculiar quality. It is supposed by the scientists who are looking into the subject that an underground river has been tapped. The water is slightly salty and contains exactly the same chemical properties as the water in the famous hot springs at Banff. Those who have used this water for bathing, and many of the townspeople use it for that purpose all the time, say that it has the same effect on the body as the Banff water. A new industry has been established in Deloraine this year, that of cheese-making. It is expected that the venture will be entirely successful.

From Deloraine west, to the junction of this line with the Souris branch at Napinka, the road is comparatively new and the country sparsely settled. The land is good though and will no doubt soon attract to itself settlers who will put it under cultivation.

The next line in the C.P.R. Southern Manitoba system is the Glenboro or Southwestern branch. This serves the country between the Morris & Brandon branch of the Northern Pacific and the main line from Winnipeg to the coast. It runs in a westerly direction from Winnipeg for seven or eight miles and then turns south crossing the Assiniboine River at Headingly. After passing Starbuck and Fannystelle, two unimportant stations, it comes to Elm Creek where it forms a junction with a spur line to Carman.

Carman is a well-known and well-established town, though unfortunately it is somewhat scattered. The

THE COMMERCIAL—PANORAMIC SUPPLEMENT.

Boyer River runs through the centre of the townsite, separating it into two parts which might almost be considered as two separate towns. The country round here is very fertile and well adapted for mixed farming. The farmers have mostly all been in the district for several years and they are consequently well established and well-to-do. The groves about Carman are favorite pic-nic grounds with the people of Winnipeg.

Returning to the Elm Creek, the line pursues a westerly course past Rathwell station to Treherne, a village of considerable promise, and then on to Holland, a railroad divisional point. This, like Carman, is an old settlement and the people are all doing well.

Cypress River is a small place which takes its name from the river flowing northward and emptying into the Assiniboine.

Glenboro is the old terminus of this line before it was extended a couple of years ago to form a junction with the Souris branch at the town of Souris. This is the centre of a very prosperous settlement including among its most successful farmers a number of Icelandic families who located here several years ago. The town has a bank, law offices, doctors, a local weekly paper, several well-stocked general stores, two hotels, four grain elevators, blacksmith, carriage and harness shops, &c. Its population is now about 500 people. The town is generally regarded as one of the coming centres of business in Manitoba.

The portion of this line between Glenboro and Souris, where, as has already been said, it forms a junction with the Souris branch is comparatively new and the stations which are the nucleus of the future towns have not yet had time to accumulate around them the stores and business places necessary to entitle them to the dignity of being called by that name.

The Souris branch we have already mentioned runs from Kemnay on the main line southward to Souris town where it is joined by the Southwestern branch, and from there on past Menteith, Melgund and Napinka, where it is joined by the Pembina Mountain branch—to Melita, and from there due west to Estevan in the Territory of Assiniboia where it forms a junction with the Soo line. Souris and Melita are the two principal towns on it, although the other places mentioned all give promise of becoming good points as soon as the districts around them fill up with farmers.

Souris is situated on the river of that name in the municipality of Glenwood. The banks of the river valley at this point are very high and steep and nearly a mile across, although the river itself only forms a narrow silver thread in the bottom of the valley. The townsite is a very pretty one, and moreover it has a very fertile country surrounding it to justify its existence. At this place the large flour mills of McCulloch & Herriott are situated, the flour of these having considerable fame for its excellent quality. There is a chartered bank here, and the usual complement of stores, &c. Some of the buildings occupied by these institutions are of brick and unusually good in style.

From Souris the Pipestone branch, a new short line of the C.P.R. Co's., runs away to the west through a section of country which promises to become one of the favored districts of the future. The town of Reston is situated at the terminus of the branch. It is not yet two years old.

Melita is a newer place than any of those already dealt with. It sprang into existence when the railroad through the district in which it is situated became a surety. That was about three years ago. This town

is also situated on the Souris River but a good many miles nearer its source than the town of Souris. For two or three years the settlers in the country tributary to Melita were blessed with unusually good crops of grain, and that fact acting as an advertisement gave such an impetus to settlement that some farmers even moved from other parts of Manitoba to this place. Last year results were not so satisfactory, although the crop was still a fairly good one. The settlers had been led by the phenomenal yields of previous years to look for far more than reason dictates will be the average result for this part, and they are consequently beginning to have their ideas of future greatness somewhat pared down and are settling into the steady ways of living and managing which after all are more conducive to success in farming. There is a good roller process flour mill at Melita, newly built last year, and a fine stone hotel. The population is about 400.

This completes the enumeration of the towns and villages on the C.P.R. branch lines in Southern Manitoba. The only other line is the already mentioned Morris & Brandon branch of the Northern Pacific Railroad Company. This line is of later construction than either of the two of the C.P.R. Company which lie to the north and south of it. The country which it serves has already however made great progress in settlement and there are now some important towns on the line. Miami and Wawanesa are the largest of these. One or more stores have been established at nearly every station. The districts served possess about the same attractions as many of those already described herein, namely, good facilities for grain growing and pasture for cattle. This line crosses the C.P.R. Southwestern near Methven station and runs northwest from there to the City of Brandon. It has a daily passenger service between Winnipeg and Brandon and in the busy season carries a large amount of freight to and from its various towns.

With this information before him the reader should now be able to get a fair idea of the progress which has been made by Southern Manitoba towards settlement and the development of industries. Some of the parts mentioned are already so thickly populated that no land can be had in them at any price, while others have only recently commenced to receive the people who are to rule their destinies in the future. There is now very little free land to be obtained in Southern Manitoba, hereafter the settler if he wants to have a good farm, and nobody would think of locating on anything else, must purchase it, either from one of the land companies which hold grants in this part or from private individuals. Some improved farms can be had at middling low figures in most of these districts, the owners having through death, sickness, removal or bad management been taken away from them. Prices for lands run all the way from three to twenty dollars an acre, according to location and condition. Southern Manitoba is a safe country to settle or invest money in. It has now a history as a settled country which indicates that it is destined to become a thoroughly substantial grain-raising, stock and dairying district. It does not possess nor claim absolute immunity from tides of prosperity and adversity, such as come, apparently at regular intervals, to other parts of the world, but it does claim and on the very best of grounds that it offers as good inducements to the bona fide settler as any other place under the sun, and immeasurably better inducements than most of those which are now bidding for a share of the world's emigration. Settlers in any of the parts

herein mentioned if they exercise only ordinary prudence and forethought in the management of their affairs are bound to become happy and well-to-do.

FLOUR-MILLING IN WESTERN CANADA.

FLLOUR-MILLING is by far the most important industry carried on in the prairie region of Canada. About every place approaching the size of a respectable village, has its flour mill. As wheat is the chief product of the country, it is only natural that flour-milling should be the chief industry. Manufacturing industries are usually located either for convenience of supply of raw material, or near the market for the manufactured product. In this case it is the supply of raw material which induces the location of flour mills here. The supply of raw material is also of the highest quality obtainable anywhere. The market for the manufactured product is found all over Canada, from the Pacific to the Atlantic coast, while some export business is also done in Manitoba flour. During the last few years Manitoba flour has gained an established reputation all over the Dominion. A steady demand has now been created for the product, which is certain to gradually increase. A certain portion of the consuming public all over Canada will now have Manitoba flour and no other. The fact that this demand exists was plainly set forth in the price of wheat in the Province of Ontario last winter and spring. Ontario millers were paying from 15 to 20 cents per bushel more for Manitoba wheat than they were paying for Ontario-grown wheats. The reason for this is obvious. The demand exists for Manitoba flour, and the eastern millers were obliged to produce a certain portion of these grades of flour in order to protect their trade, regardless of the cost of wheat. As all wheats were relatively higher in the west the past season than in eastern markets, Manitoba wheats were accordingly held at a big premium over eastern wheats. Notwithstanding this condition of the markets, eastern millers were obliged to take a certain proportion of Manitoba hard wheat, regardless of the price, owing, as stated, to the fact that a portion of the trade demands these grades of flour.

The history of flour-milling in Manitoba and the adjacent wheat districts extends only over a little more than a decade of years. At least this is the case so far as the modern system of milling is concerned. The original Selkirk colonists manufactured flour in a primitive way, first by hand-mill, and later with stones worked by wind or water-power. At a later period in the history of the country steam was introduced to operate stone-process mills, and at the time the country was connected with the outside world by railway communication, there were a number of stone-process mills, operated by steam or other motive power. They were all, however, small mills, operating for local trade only. These old style mills have now gone out of use in the older settlements. A few are still operated for local purposes in isolated settlements, remote from the lines of railway, principally in northern settlements which have not been opened to railway communication.

The new or roller-process of milling was first established in Manitoba in the year 1882. In that year the large Ogilvie mill, which has since been greatly enlarged and improved, was established in Winnipeg with a capacity of about 800 barrels per day. In the same year D. H. McMillan & Co., who had previously

operated a stone-process mill in Winnipeg, converted their mill over to the new system. This latter mill was burned some years ago. Some years later the Hudson's Bay Co's. mill in Winnipeg was overhauled and converted to a roller-process mill. Last year the Ogilvie Milling Co's. mill in Winnipeg, was enlarged and improved at an expense of about \$80,000, and is now one of the finest mills in the world, though there are mills of much greater capacity. Winnipeg has therefore still only two mills—the same number as in 1882, the burned mill not having been replaced.

Since 1882, the year in which the first modern-process mills were established, a large number of mills have been erected at points all over the wheat sections. The most important event since 1882 was the completion in 1889 of the large mill at Keewatin, by The Lake of the Woods Milling Co., with a capacity of 1000 barrels. This mill has since been enlarged to about 1800 barrels capacity per day, making it the largest mill in Canada. Three years later the same company established another mill at Portage la Prairie, with a capacity of 600 barrels per day. Both these mills, of course, grind Manitoba wheat exclusively. The other mills are scattered all over the country, and vary in size from 50 to 300 barrels' capacity per day. There has been no concentration of the industry at any particular point, no one place having more than two mills, and Winnipeg and Portage la Prairie are the only points where more than one mill are located. About half-a-dozen mills have been burned, but notwithstanding this loss there are a total of about sixty mills in the country at the present time. This shows that flour-milling is by all odds the most important manufacturing industry in the country, and doubtless it will continue in the front rank for many years to come.

Oatmeal milling has made some progress, and there are now four or five of these mills in Manitoba.

NORTHWESTERN MANITOBA.

THE portion of the immense stretch of country which this number describes, which is embraced by the term Northwestern Manitoba, is that which lies to the north of the main line of the C.P.R. and tributary to the Manitoba and Northwestern Railroad. Physically it is not materially different from the other divisions of the province except that the prairie is of a more rolling nature, and is heavily wooded in some places. The large body of water known as Lake Manitoba occupies a portion of this part of the province and stretches from near the station of Westbourne to away beyond the limits of settlement. Lake Dauphin with its famous farming district is also located in Northwestern Manitoba. The Riding and Duck Mountains are the principal hill features. The land has all the richness so characteristic of the province, and is admirably adapted for grain, root and vegetable growing, and furnishes excellent pasturage for stock. The principal rivers are the Assiniboine and the Little Saskatchewan, the latter emptying into the former near Brandon.

As already stated, this country is served by the line of railway called the Manitoba and Northwestern. The road extends from Portage la Prairie on the main line of the C.P.R. in a northwesterly direction to the town of Yorkton in the territory of Assiniboia, a

distance of 223 miles. This is an independent road, the property of English and Eastern capitalists, although now through an unfortunate combination of circumstances, it is in the hands of a receiver. It has a splendid equipment of rolling stock, and is in many respects a model line of railway. The company possesses a good land grant which will in time yield handsome returns from sales. The objective point of the road at present is the town of Prince Albert, described elsewhere in this number, the idea being to furnish the rich Saskatchewan Valley, with a short route to Winnipeg and the east. It is not improbable that before very many years this line will be extended not only to Prince Albert, but away through the Saskatchewan country and British Columbia to the Pacific Coast. This at least is the ambition of its projectors. At present its charter provides for the construction of twenty miles of road annually until Prince Albert is reached, but the unprecedented depression which is being experienced in the money centres of the world, has made it so difficult for the company to finance for this that permission has been granted the company by the Dominion Government to discontinue construction in the meantime. The trains of the Manitoba and Northwestern have running privileges over the C.P.R. tracks from Portage la Prairie to Winnipeg, so that the Company is able to give direct service between all points on the line and Winnipeg.

In Manitoba the northwestern part of the province is regarded as the coming stock and dairying region, although, as has been already stated, it is well adapted for grain-raising also. Already there is a large business done with the farmers along this line in buying cattle for shipment, and some of the districts have a wide reputation for dairy products.

Taking the towns on the railway in their order from Portage la Prairie we come first to Macdonald, a very small place, important only as a grain centre, and Westbourne, a leading cattle market.

Gladstone is the first town of importance. This is quite a large place, thoroughly surveyed and organized and with a complete complement of stores and offices and a private bank. There are three grain elevators here with a joint capacity of about 80,000 bushels, and a good flour mill.

Arden has grain elevators, a flour mill, hardware and general stores, implement agencies, &c., and is the market town for a fine farming country.

Neepawa is the principal town on this line and one of the largest in the province. It is 117 miles from Winnipeg, is well equipped with schools and churches, has a fine town hall, a very fine brick hotel, and several equally good brick store buildings, four grain elevators, a flour mill, foundry, private and chartered banks, and is in every way entitled to the dignity of township. Its citizens display in their business operations an unusual amount of ability, and it is to this that the leading position of the town is largely due. The place has only one drawback, it is divided into two parts, and these have given place at times to local jealousies which have to some extent retarded progress. But this feeling has now almost disappeared, and the two parts will gradually become one as the place builds up. The farmers in the surrounding district are prosperous and progressive.

Minnedosa is the next place of importance. It is situated in the valley of the Little Saskatchewan River and is divided into two parts by the river, these parts being made accessible to each other by a substantial

iron bridge. From this place the spur line called the Saskatchewan and Western branches off from the main line and runs down the river valley to Rapid City. This branch is operated by the M. & N. W. Co. Minnedosa has several large grain elevators, a good flour mill, banks, stores, offices, &c., and is in every respect a leading town. Its situation is a very pretty one, and the surrounding country is well settled, although there are still plenty of farms to be had by new settlers. During the past two years the town has made substantial progress in building. Among the new blocks being two very fine stone ones, occupied by stores and offices. Its population is about seven hundred.

Rapid City is situated at the terminus of the Saskatchewan and Western branch in the valley of the Little Saskatchewan River. Its name is rather a misleading one, although no doubt given with the best of intentions. The population of this place is about three or four hundred. Of late years it has for some unaccountable reason not been making very rapid progress, although it has gone ahead to some extent. At one time this bade fair to be a leading provincial town—perhaps it will be yet. It has one advantage which will go far towards placing it in the front rank, and that is water power. By damming the river a very fair measure of power is obtained. This is already partly utilized by the flour and woollen mills located here. This woollen mill turns out a very good quality of coarse yarn and blankets, made from wool procured in the district. The flour mill which is of several hundred barrels capacity is run in connection with the woollen mill, the whole being the property of Messrs. McCulloch & Co. The country around Rapid City is unusually rich, producing grains and all field plants in great abundance under the simplest cultivation. It also affords splendid facilities for stock-raising, and this industry is extensively gone into by the farmers. The district has an alternative route to Winnipeg and the east or west via the Great Northwest Central Railway, which passes within four miles of the town, running from Brandon to Hamiota. Busses from the hotels meet every train on this line. Farms can be obtained in this district either improved or unimproved at from four to ten dollars an acre.

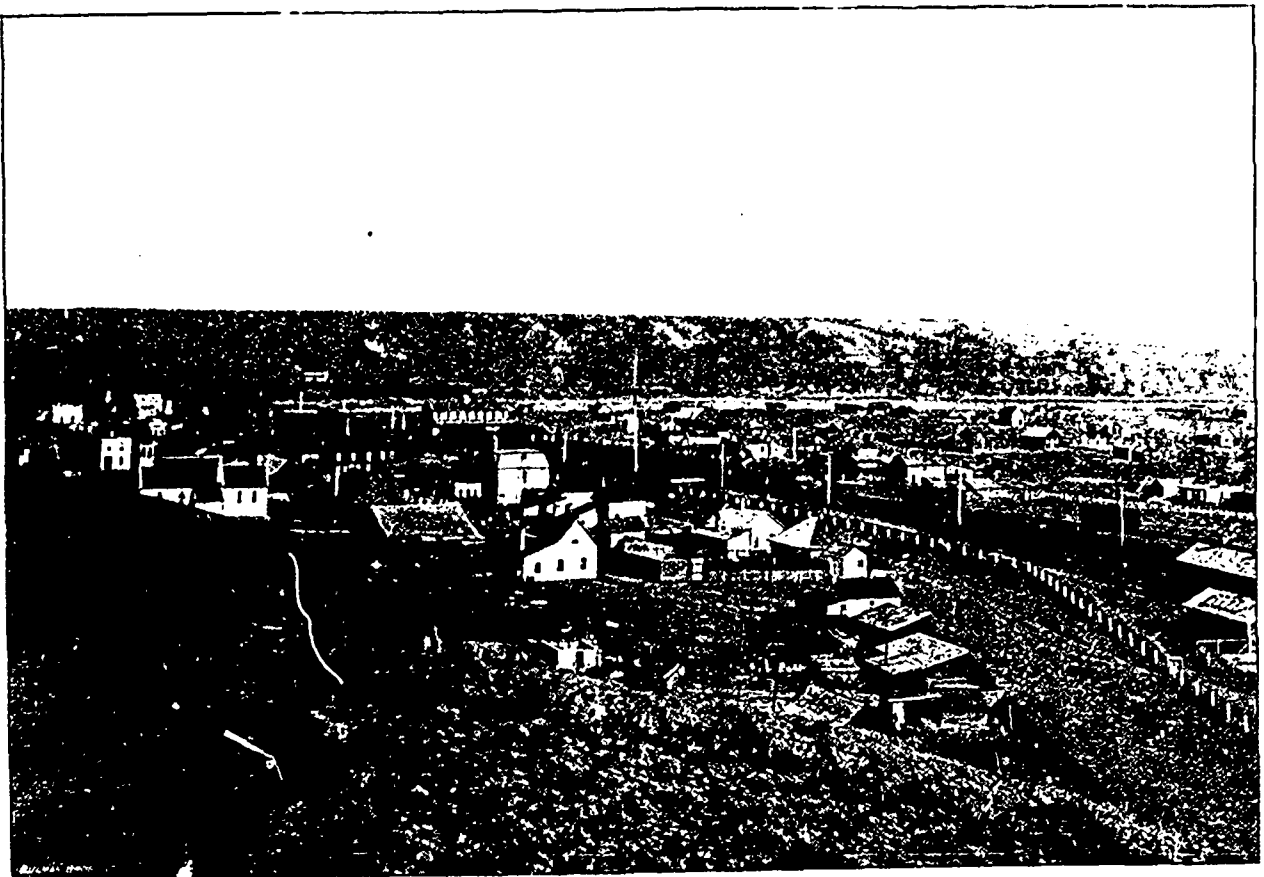
Getting back to Minnedosa and the main line again the traveller proceeds westward past Newdale and Strathclair, both small places, to Shoal Lake. This place is smaller than Rapid City in the number of buildings it contains but the annual turnover of business is probably fully as large. It takes its name from a lake on which it is situated. It is the market town of the Municipality of Shoal Lake and is a good grain centre. It is famous for its butter, direct shipments being made to many parts of Western Canada even as far as British Columbia. The Hudson's Bay Company has a branch store here.

Birtle, the next important point west, is situated in the valley of the Bird Tail Creek in the Municipality of Birtle. The town is some little distance from the railway station and is reached by busses which meet every train. This is one of the most substantial towns on the line. It has a lumber mill which cuts a considerable quantity of lumber for local consumption every year the logs being floated down, from the woods to the north, in the creek. It has a flour mill of 150 barrels capacity, the property of the Arrow Milling Company. The town has two unusually good hotels.

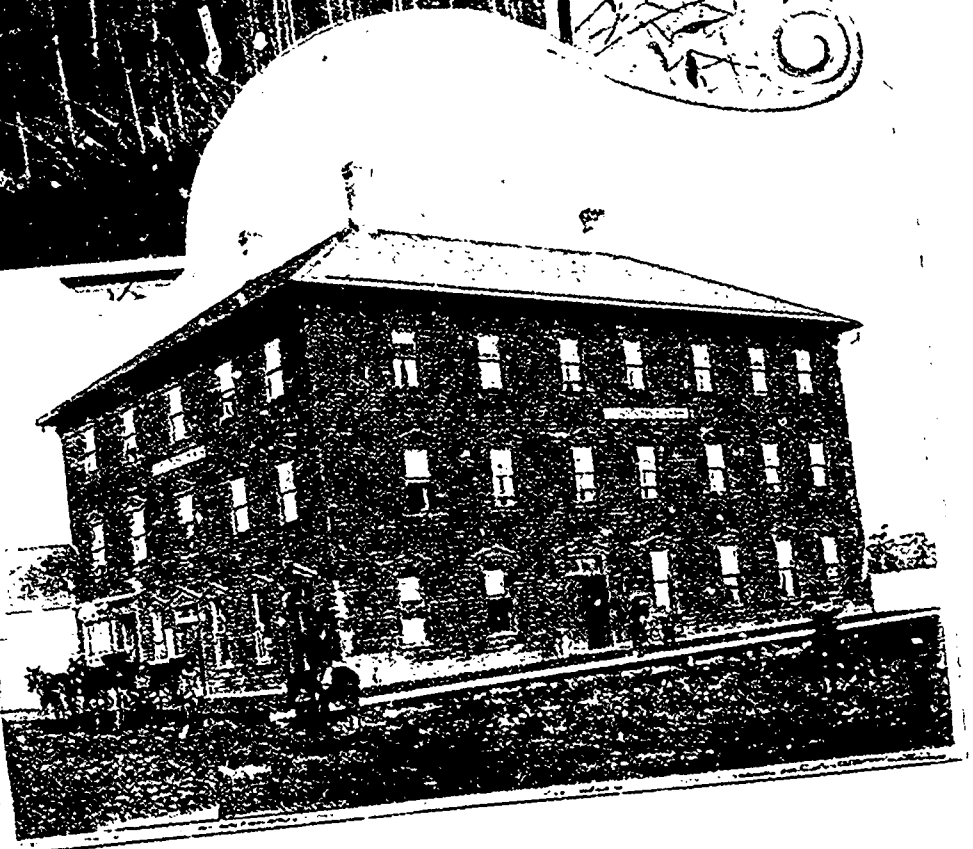
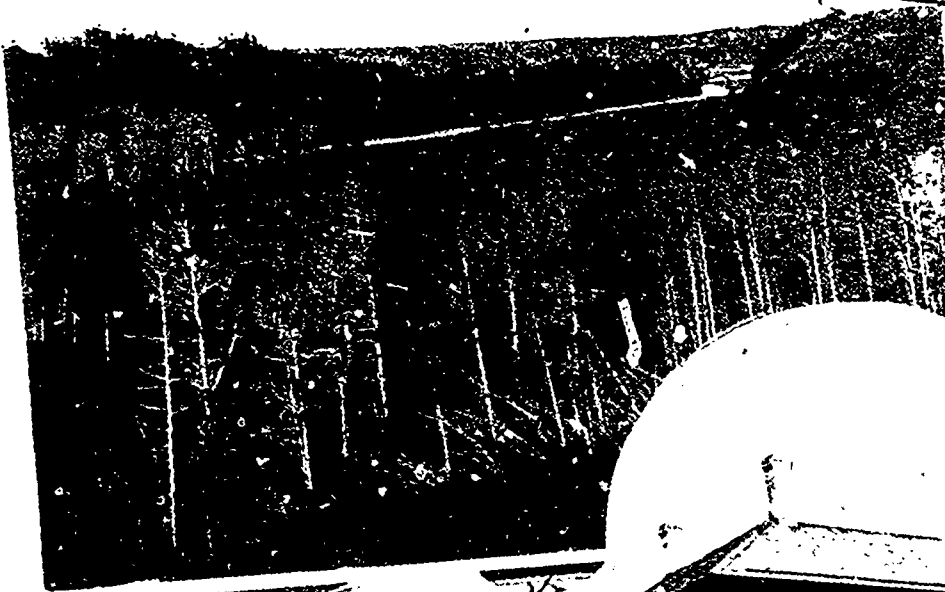
Binsearch is about 18 or 20 miles west of Birtle and about half its size. The business of the place extends



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EXPERIENCE BRINGS PERFECTION, and Ogilvies' experience in grinding MANITOBA HARD WHEAT ante-dates all other Canadian millers. The flour produced at Ogilvies' Mills is therefore

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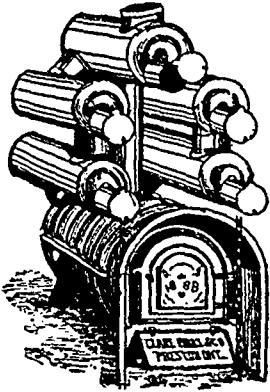
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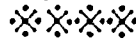
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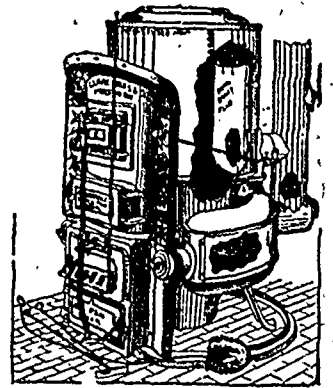
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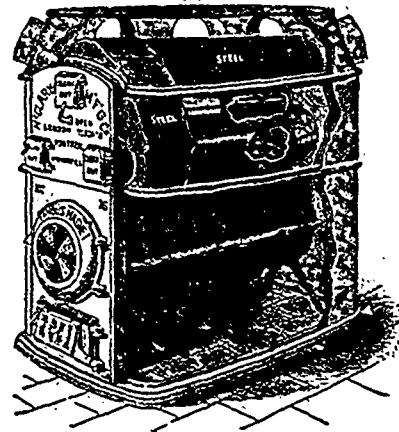
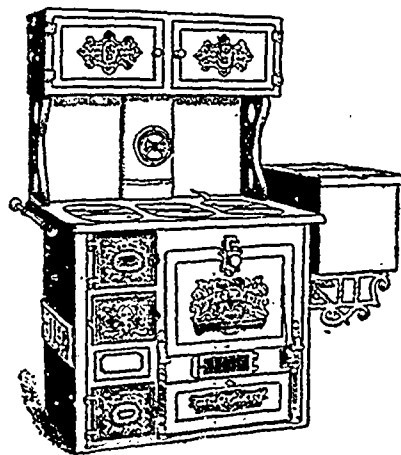
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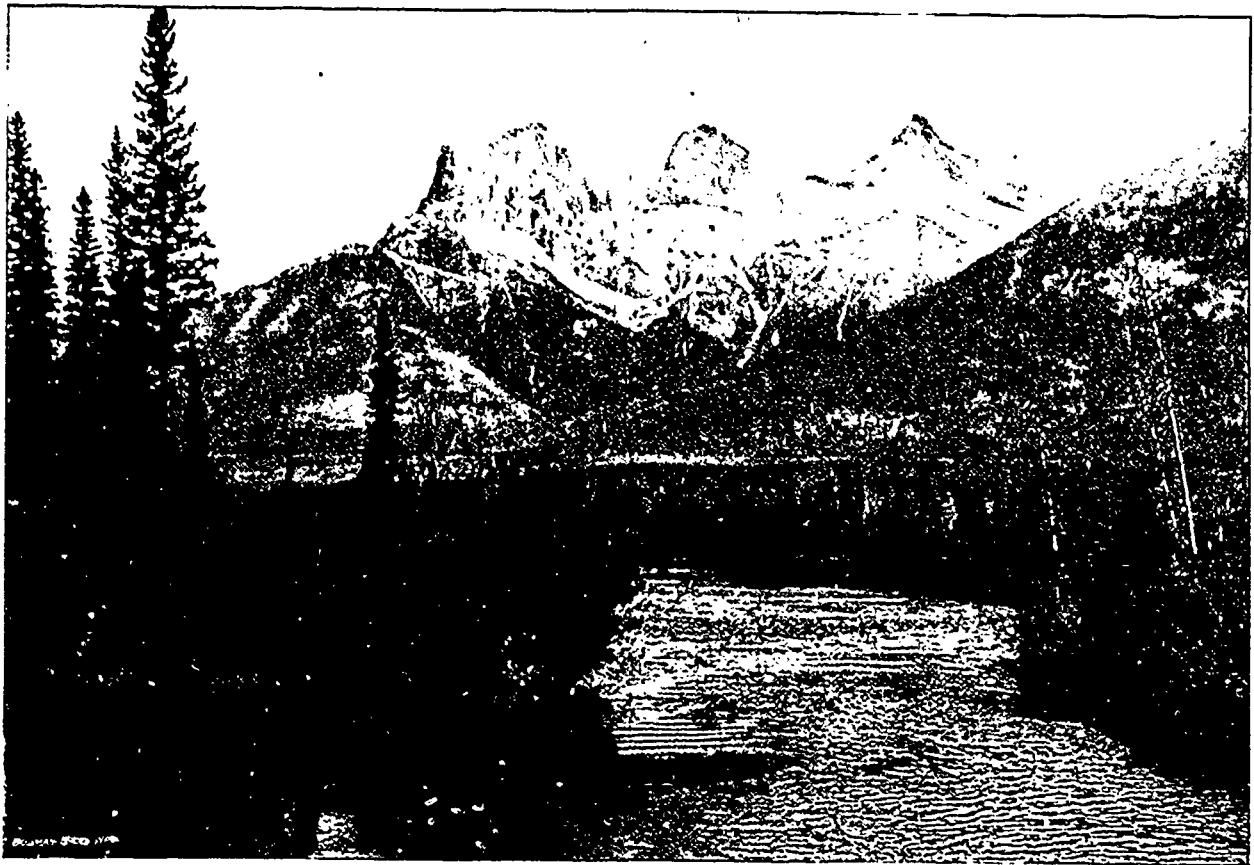
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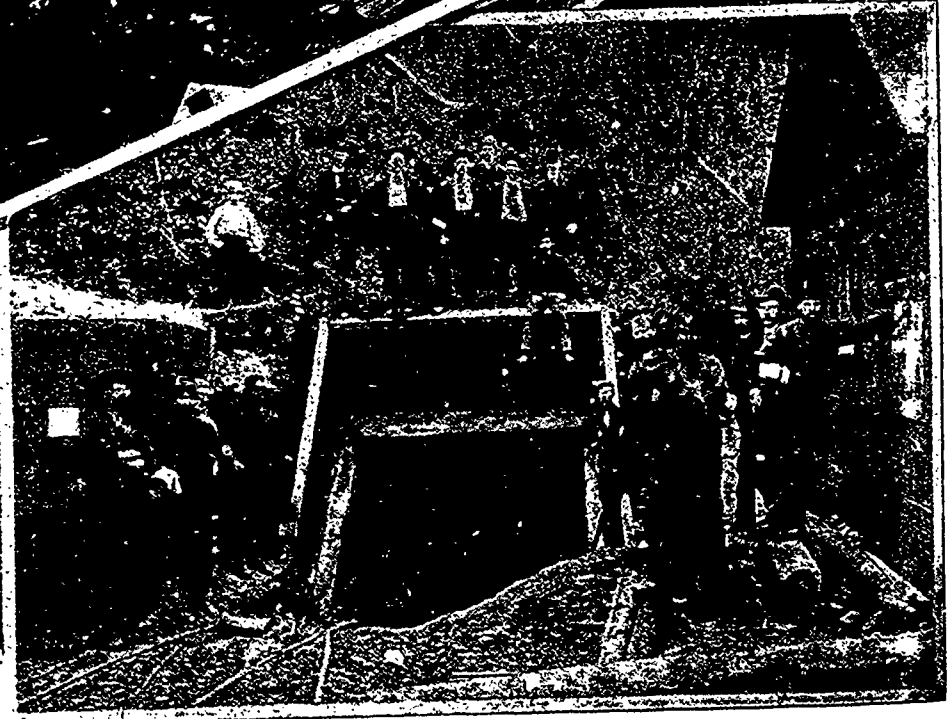
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THREE SISTERS, CANMORE.



NATURAL MONUMENTS, CANMORE.



RAILWAY TO COAL MINE

CANMORE COAL MINE

MOUTH OF CANMORE MINE

over a very large area of country. The district is fairly well settled and the farmers are in good circumstances. They go in principally for stock-raising, in fact they neglect grain raising to some extent in favor of that industry. Two or three miles from the town is the well known Binscarth Stock Farm, once famous for its thorough-bred shorthorn cattle. It is now more particularly used by its owner for fattening cattle for shipment to the markets of the Old Country. About twenty thousand acres of the very finest land in this district is at present locked up in an Indian reserve to the south of the town. As there are no Indians living on this reserve now efforts are being made to have it thrown open for settlement by the Government. This will very likely soon be done.

Another branch or spur of this railway breaks off from the main line at Binscarth, and runs north a distance of 13 miles to Russell. This is known as the Shell River branch. Russell is a town of about 200 inhabitants. It has a good flour mill and the usual number of stores and business places. About three miles from this town is the famous Home for Boy's of Dr. Barnardo. This farm embraces about 4,000 acres of very fine land. Usually there are about 100 boys on the place. There is a creamery on this place, operated by the boys, which gets the name of being the best in Manitoba. The butter from it commands a ready sale in Winnipeg at all times. This has been a blessing to the farmers in the district, as it takes all the cream they can supply, and pays a good cash price for it. Some farmers get \$50 and \$60 a month from this institution for cream.

From Binscarth the main line continues west past Millwood, Harrowby, Langenburg, Churchbridge, Bredenburg, Salcoats and Rokeby to Yorkton, the terminus. Some of these places are already assuming the appearance of towns, and are fairly well surrounded with farmers. At Langenburg there is a large German settlement, at Churchbridge an Icelandic settlement, and Salcoats is famous for its Crofter settlement. Yorkton being the terminus is the largest of all these places, and it derives business from points as much as 100 miles west and north.

We have now taken the reader if any have had the patience to follow through all this length of description, into all the important towns on the M. & N. W. Ry. Nothing like an adequate description has been given of any of these and indeed it would be impossible to give in the space set aside for this article a full description of these places and the country surrounding them. It is hoped however that enough has been said to lead any reader who may contemplate settling in Manitoba to visit these places for himself and to examine them in the light of his own requirements before choosing a location. Each have their own advantages and peculiarities. We would advise the settler when looking for a location not to overlook the rich Lake Dauphin district mentioned in one of the earlier paragraphs of this article and which lies away nearly one hundred miles north of Neepawa. Although this is not yet accessible by any line of railway it is an exceptionally rich district well adapted for farming operations of all kinds. Steps are now being taken by the provincial government to provide it with railway facilities. In spite of the fact that it is so far from a railway at present it is already fast settling up.

All along the line which is proposed to be followed by this Manitoba and Northwestern Railway in its progress to Prince Albert settlers have for the past three

years been locating. One colony of experienced and well-to-do farmers from the State of Dakota located some eighty miles past Yorkton in 1892. How soon the work of construction will be resumed it is impossible to say but it certainly will be but a very few years until the connection with Prince Albert is made. The distance from the present terminus to that place is about 211 miles.

In conclusion it may be said that from facts gathered during repeated journeys through the districts described in this article the writer is led to believe that Northwestern Manitoba offers as good inducements to the bona fide settler as any of those described in this number, and it offers special inducements to any who may have preferences for stock-raising and dairying.

FROM PLAINS TO MOUNTAINS.

NOTE the branch lines of the C.P.R. and N.P.R. have been traversed and viewed, along the main line of the former the traveller can start on his journey to the Pacific Coast. Leaving the prairie-land capital he passes on his westward run the villages of Rosser, Meadow Lea, Marquette, Reaburn, Poplar Point and High Bluff, and in less than two hours reaches by express train the busy town of

PORTAGE LA PRAIRIE.

Here lies one of the principal centres of the grain fields of the Northwest, and if the season be a little before harvest, the view of a vast ocean of waving grain is one not soon forgotten by a visitor from older lands. As far as the eye can see the grain waves under the passing breeze, while the homes of settlers, some of them with little clumps of sheltering timber, look like beacons moored in this vast cereal ocean. It certainly has an inspiring effect upon a true Canadian, as he looks at the great heritage committed to the care of himself and his fellow citizens. The belt of timber winding its way from east to west marks the course of the tortuous Assiniboine, a glimpse of which can be had at intervals westward from this town.

The town of Portage la Prairie is the successor of an old trading post which existed here fifty years ago, and which in the early sixties had developed into a village of a few score inhabitants. The rapid growth of the place dates from 1879, when railway communication with Winnipeg was completed. Since then it has steadily grown, until now it has a population of considerably over 3,000, and is one of the finest grain markets in the Northwest. As a milling point it has some claims also, as it has two flouring mills, one of a capacity of 600 barrels a day, and another of 350 barrels a day. A brewery and a mill for the manufacture of building paper are the other industries of the place. The grain elevators on the C.P.R. track are prominent landmarks of the place, and add much to the importance of the town as a farmers' grain market. They have a combined storage capacity of over 150,000 bushels, as they carry in store over one-sixth of the whole wheat marketed at the place in a year of liberal crop yield. The town has nearly two hundred business places of every description, and is an important trading point in every respect.

Portage la Prairie has a fine system of public schools and other educational institutions, and here the Mani-

toba Government has located the Provincial Hospital for Incurables. This is the terminal point of the Manitoba and Northwestern Railway, which stretches in a north-westerly direction towards the North Saskatchewan Valley.

Altogether Portage la Prairie is one of the solid points of Manitoba, where progress is steady and without setback. It is in the centre of one of the finest grain sections in the Northwest, and has sweep enough of country all around to give a large area tributary in a business sense to it.

Westward from Portage la Prairie the line of travel varies somewhat from the great plains around that town. Twenty miles' run reaches a more broken country, with numerous small lakes and ponds, a country well watered and adapted for stock-farming. The hundreds of head of fine cattle to be seen grazing around give evidence that the land is being used for the purpose for which it is best fitted. The two growing towns of Burnside and McGregor are passed before any material change is noted, but once the stations of Sydney and Melbourne are passed, the route goes through a section of country known as the Sand Hills, an area of dry, sandy, desert-like land, located in the centre of a vast land of Goschen, so to speak. Once through these Sand Hills, the train sweeps into a more attractive country and reaches the important town of

CARBERRY.

This town is now about twelve years old, and has had a growth steady and in keeping with the progress of the surrounding country. There are several large grain elevators located here, and a flour mill, and the town as a grain market takes a place among the most important. Here again the traveller can view from the railway car the vast sea of ripening grain waving in the wind. The town has a population of about 800, and has over forty places of business of every description.

From Carberry a short and rapid ride down through the Grand Valley of the Assiniboine and over the iron bridge crossing that stream, and the town of Brandon is reached.

BRANDON.

Here the visitor finds himself in the second city of Manitoba, and at a point where a stop-off for a few days' investigation is the proper course to take.

Brandon has now a population of over 5,000, and is one of the most substantial-looking towns to be met with in this country. Yet only thirteen years ago, in the beginning of 1881, there was not a single house or building of any kind upon the present town site. Its growth has been something phenomenal, and it has been steady, and not in fits and starts like many of the boom-towns of the West.

The line of tall elevators, which stretch from east to west through the city at once proclaim to the traveller that it is an important grain point, and it is in reality the leading farmers grain market of the Northwest, and that means of the whole of Canada. As a wheat market it probably has few equals in any country in the world, and certainly no equal in Canada. A visit to its business streets show a substantially built western city, with mercantile establishments which would not disgrace large eastern cities. Several mercantile houses do quite a heavy jobbing business, as the place is admirable located for a jobbing centre, being a centreing point for several lines of railway. The main line of the C.P.R. goes east and west from the

city; a few miles east, at Chater, is the Great North-west Central road, which now winds over fifty miles in a north-westerly direction. The Suris branch of the C. P. R. also runs south-westerly from here for over 130 miles, and the Pipestone branch for over 60 miles. In addition to these branches of the C. P. R. the main line of the Northern Pacific and Manitoba road terminates at Brandon giving the city competing lines to both Atlantic and Pacific coasts. Thus it will be seen that Brandon has grown to be quite a railway centre.

Brandon at the present date shows all the symptoms of having passed its day of pioneer growth, and that its secondary or permanent growth has fairly set in. Its solid business buildings and its fine residences go to show that its residents are there to stay, and quite a number of small industrial concerns are springing up, most of which are doubtless the foundations of future important industries. The principal industrial concerns are a flour mill of the capacity of 250 barrels a day, and a saw mill on the river bank which draws its supply of logs from the upper reaches of the Assiniboine and the Shell River.

There are over two hundred and fifty business institutions of every description in Brandon, at least a dozen of which do quite a mercantile jobbing business, while the retail mercantile business of the city is surpassed by that of no city of its size in Canada, owing to the fact that it is the centre of supplies for a wide range of farming country to the east, west, north and south, so that its trade of that class comes from all sides; and the country in every direction is pretty well streaked with settlers, there being just enough of unsettled lands to make this district one where the intending settler would do well to make enquiries before rushing farther west. Besides, the Dominion Government have located near to the city an experimental farm, under the management of Mr. S. A. Bedford, a gentleman who in that capacity has accomplished a great work in demonstrating the agricultural capabilities of Manitoba, and by his tests in guiding them to successful farming. This interesting institution is well worthy of a visit from the intending settler, or even the casual visitor or tourist. Here the Manitoba Government located a few years ago a Reformatory School for juvenile criminals, but such is the state of affairs in the province that the institution has not been required for that purpose, and it is now used as an insane asylum.

The intending settler should know that in Brandon the social, educational and religious advantages, as well as the ready cash market advantages, are but little if any inferior to those of Winnipeg, and are not to be secured in far western and thinly settled districts, but will have to be waited for for years to come in these new localities.

Leaving Brandon the traveller leaves the valley of the Assiniboine and ascends into the plateau country of Western Manitoba. The first town of any note is Alexander, a growing village in the heart of a vast grain field. A few miles further on a similar town with similar surroundings, Griswold, is reached, and a few miles further west the rising town of Oak Lake is met with. Here quite a town of five hundred people has grown up, and the row of grain elevators, and the one roller process flour mill of a capacity of about 250 barrels a day go to show that there is life and activity as well as enterprise in this little prairie town.

Half an hour's run west from Oak Lake the traveller reaches the important town of Virden. Here the traveller is still in the midst of a vast ocean of grain,

broken only by the occasional section, half or quarter section, held by the speculator and still uncultivated. The character of the soil has greatly changed since leaving the Red River Valley a few hours previously, and instead of the deep, black, waxy soil of that valley the traveller can see by the cuts his train passes through, that he is in a country with a rich brown loamy soil, with a warm limey subsoil, a country where rapid growth, and abnormally quick agricultural development must take place, a country where the early wheat crop as well as the early grain crop can be safely counted upon.

The town of Virden has at the present time a population of over 700, and vies with the town of Moosomin 50 miles further west, as to which is the most important farmers' market. Virden has over fifty places of business of every kind, and is the source of supplies for a settlement around it of at least one thousand farmers and their families. The town is purely a farmers' market as yet, and no industrial concerns of any account have sprung up, except a fine flour mill, which was burned down about a year ago, but which will likely be rebuilt before the close of 1894.

Westward for nearly twenty miles further and the town of Elkhorn is reached, a busy though small town with about 200 of a population. Several stores and three elevators are located here, and the place is quite a lively farmers market. Like all other towns and villages on the plateau of Western Manitoba and the C. P. R. main line, it lies in the midst of a great sea of waving grain, which extends with but little break or change for nearly one hundred miles from this point.

Leaving Elkhorn the traveller passes half an hour later on his westward run the station of Fleming, and thereafter with no apparent change, and still sweeping through the ocean of waving grain, he passes the western boundary of the Province of Manitoba and passes into the Territory of Assiniboia. The Province is changed but the scene is the same, the character of the country is the same. There is no natural boundary but only the staked out line of the surveyor, making a division which suits political exigencies.

TERRITORY OF ASSINIBOIA.

As already stated, there is nothing to mark the change from Manitoba to Assiniboia while the traveller speeds westward, and the first point of any importance, Moosomin, is in every respect a town like Virden. Its population is about the same, and its business interests almost the same in magnitude and importance. It is a good farmers' market, has a flour mill and other necessaries of a thriving town, while the tall elevators near its railway station show that it is a grain market of no small importance. The country around is partially settled in all directions, and the ocean of waving grain is still the surrounding.

West of Moosomin the grain fields are not so general, and settlement is more scattered, although there are good farming settlements around Wapella and White-wood, two rising towns passed within an hour's ride after leaving Moosomin. Ponds and little lakes, perfect paradises of sport for the sportsman, become more frequent as settlement and cultivation become more sparse. Gradually the track of the locomotive reaches higher ground, until at Broadview an altitude of nearly 2,000 feet above the sea level is reached. This town is con-

siderable of a farmers' market, and would be still more so were it not for a Cree Indian reservation near to the place, which prevents settlement on one side. Broad view is a railway divisional point, and the location of a number of C.P.R. employes helps up the population of the place, which is over 500 and perhaps close upon 600.

From Broadview the line of travel strikes along, skirting the famed Qu'Appelle Valley. Grenfell, a town of 150 people is passed, and Wolseley a similar point is passed. Then Sinaluta is reached, where the famous Bell Farm of 100 square miles has its eastern boundary. At Indian Head the centre of this huge farm is reached, and there, clustering around the central buildings and elevator of the Farm Company, lies a little town of about 200 people in one of the most beautiful locations. Less than an hour's ride westward and the station of Qu'Appelle is reached, around which has grown up a town of nearly 1,000 population. To this point freighters from the North Saskatchewan came in numbers during the last decade, but since the opening of the present one railway communication to the banks of that river has greatly lessened the volume of freighting business. Still there is some freighting done from this point to the country north, and it is still a favorite point, where the wandering fur traders collect in the early summer and bring their furs to be shipped by rail to Winnipeg. The town itself has a fine flour mill and elevator, over a dozen stores of different kinds, several hotels with comforts above those of the average country tavern, and a number of other minor business institutions.

Less than twenty miles north of Qu'Appelle station is Fort Qu'Appelle, an old Hudson Bay Company's station of importance, around which has now grown up a fine little town of about 100 people, possessing a flour mill, a good hotel and a number of fine stores. The location of the fort and town is one of the most beautiful in Canada, lying as they do in the deep Qu'Appelle Valley with its high bluffs from five to ten miles apart from ridge to ridge, and its valley below, through which stretch a chain of silvery lakes linked together by the narrow and winding Qu'Appelle river. The place is one of the fairy like resorts of the Northwest. These lakes abound in fish, and the country around in prairie chicken and other game, so that the locality is a paradise for the sportsman as well as the lover of soft, beautiful scenery.

After leaving Qu'Appelle station there is no special attraction for the traveller except the luxuriant richness of country he is travelling through, until he reaches Regina, some forty-two miles westward, and here he is in the capital of the North West Territories.

REGINA.

Up to the year 1892 the site of Regina was known by the name of Wascana or in the English, Pile of Bones. The place was chosen as the site of the new northwestern capital and the very unpretentious name of Pile of Bones was changed to Regina. The city built up very rapidly, and as it became the official centre of local government as well as the headquarters of the mounted police force, it soon sprang into importance. Land speculation did not tend to improve the appearance of a site which had naturally no special attractions, and in its first years the town scattered as it was over two sections of a prairie which has nothing to relieve its monotonous features, looked from a distance like so many wagon loads of stone dumped at

irregular distances over a flat area. As the place grew this scattered appearance kept gradually vanishing, until now Regina has considerable of a solid town-like appearance, and looks like a place where some business was being done. The city is worth stopping of at now if only to visit the Mounted Police barracks and the Territorial Government offices. Around the immediate neighborhood farming settlers are but sparse, but northward towards the Long Lake district settlement has made wonderful progress. The country around is rich in an agricultural sense, but its bare, unsheltered appearance has the effect of making settlers search out the more attractive localities close at hand.

Regina has now a population of a little over 2,000, and its rows of stores and other business places proclaim it a trading point of importance. It contains nearly eighty business places of all descriptions, and several of the mercantile firms do quite a jobbing trade.

One of the circumstances which has contributed much to make Regina a jobbing point was the construction of the Regina, Long Lake and Prince Albert Railway, which starts from the city and runs in a northerly direction through a very fertile belt of country to Prince Albert on the North Saskatchewan, regarding which it is unnecessary to say anything here, as that country is described in another article in this issue.

In a run of a little over forty miles west from Regina the traveller reaches the thriving town of Moose Jaw, beautifully located on a winding creek of the same name. A few miles east of this town at Pasqua Junction, the branch from Estevan, a continuation of the Soo line, joins the main line, so that Moose Jaw is practically a junctional point, as well as a divisional one. The town has about a dozen stores and other places of business, and a population of about 400. There is quite a settlement of farmers around the town, and it is the best grain market on the C.P.R. main line west of Regina.

Half an hour after passing Moose Jaw, the traveller leaves the agricultural country, and enters the ranching country. Only at distant intervals can the work of the plow be seen, and at a number of different little stations, the substantial buildings and corrals of the rancher can be seen from the cars. In a ride of 113 miles a dozen of such small points are passed and then the town of Swift Current is reached, a divisional point of the road, where nearly 200 people are located and in near proximity to which are several Indian reservations. In bygone days this was a great point from which freighters to the North Saskatchewan started out and to which they returned. Freightling is however a thing of the past in a great measure, and the town draws its greatest importance from the fact of its being a C. P. R. divisional point. It is located in the heart of the most uninteresting part of the whole prairie stretch of the C. P. R. main line.

Westward from Swift Current for nearly 100 miles the country is of the same uninteresting character, and sparse settlement would lead one to conclude that this stretch of country is unfit for settlement, but such is not the case, and the time will come when the agriculturalist will slowly but surely crowd the rancher off the lands.

About 100 miles west from Swift Current the pretty little town of Maple Creek is reached, near to which another Mounted Police barracks is located. This town is surrounded by an agricultural oasis in this vast area of ranching, and some well-cultivated farms are to be

found near the place. The town itself has half-a-dozen stores and some other business places, and a population of about 150. It is a point where supplies for the ranching country for fifty miles around are purchased, and is consequently quite a live trading point.

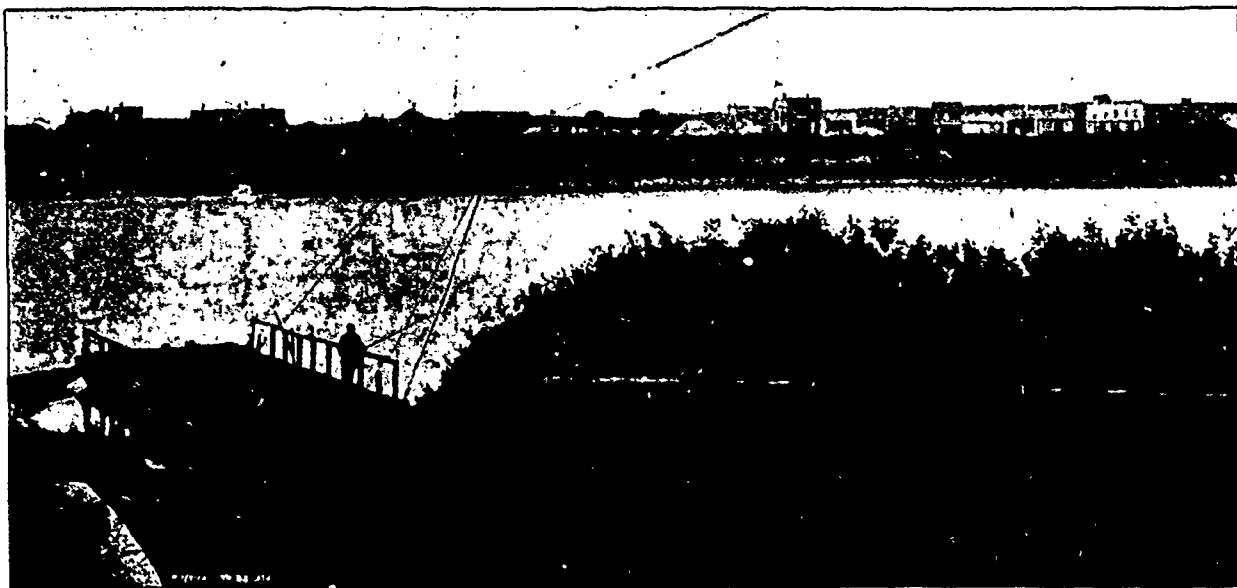
Less than forty miles west of Maple Creek lies the station named Dunmore, the junctional point where the Lethbridge branch starts off for the town of that name 110 miles to the south-west where the now famous coal mines of the Galt Company are located, and which is described elsewhere in this number. Dunmore itself is but a small place of about 150 population, and derives what importance it has from being a junctional point. A short run of about seven miles to the west brings the traveller to the thriving town of Medicine Hat, on the banks of the South Saskatchewan, and here the first glimpse of that river is to be had.

Medicine Hat is not only a divisional point of the C.P.R., but the company have repair shops located here, and quite a railroad population reside in the town. The entire population numbers nearly 1,000 and the town is quite a live trading point, the stores are not numerous but as a rule they carry large stocks in general merchandise, and in some of them the settler can purchase every necessity, and almost every luxury he requires. The river is navigable during a portion of the year from this town up and down for a few hundred miles but steamboating has never made much headway, the season of navigation being so short and uncertain. There is practically no farming community around the town, and the few who do make any efforts in that direction accomplish only enough to aid them in their ranching operations. Here the whole country around is underlaid with seams of coal, which crops out on the surface at numerous points. Several mines in the vicinity have been worked to some extent, but none have been found of quality good enough to compete with the coal mined around Lethbridge, which has steadily crowded all other lignite coals out of the Northwestern market. However, all the attempts as yet made at coal production have been mere surface operations, and the wealth of the fuel deposit is as yet unknown.

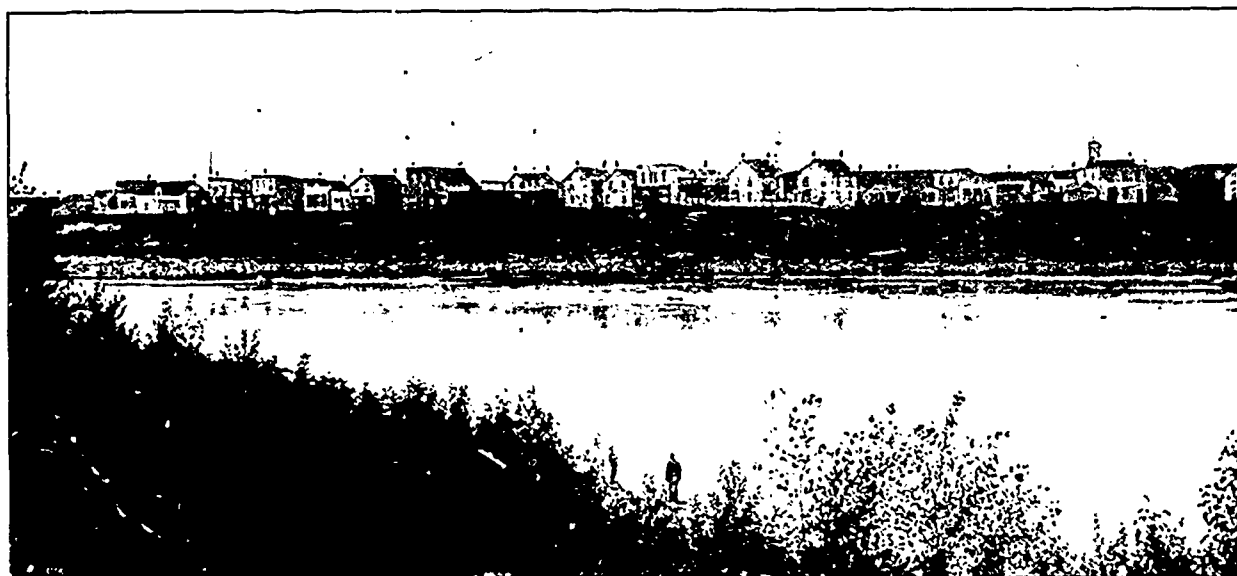
Medicine Hat can boast of quite an extensive public hospital, the existence of which is a monument to the energy, enterprise and true philanthropy of the citizens of the place and a few officials of the C.P.R. The institution is an admirably managed one, and is of inestimable value to the country of the South Saskatchewan.

The crossing of the Saskatchewan at Medicine Hat is in reality the preparatory step to the ascent of the mountains westward, for from the west bank of that river the track of the locomotive is steadily up-grade. On this bridge the level is only a trifle over 2000 feet altitude, but in a journey of 180 miles westward to Calgary, an altitude of nearly 3,400 feet is attained. In this westward run about a dozen small stations are passed, nearly all of which are small points where supplies for the ranche are handled, for here the traveller is passing through the finest portion of the great ranching country. Then a stop is made at Gleichen, then onward to the west again, and as the train leaves Gleichen, if the day is clear, the traveller catches the first distinct glimpse of the snow-capped Rocky Mountains, with their jagged peaks and hazy outlines, which gradually become more easily defined as the westward journey proceeds.

From Gleichen the distance to Calgary is less than sixty miles, and the change of scene is enchanting.



FERRY, PRINCE ALBERT, N.W.T.



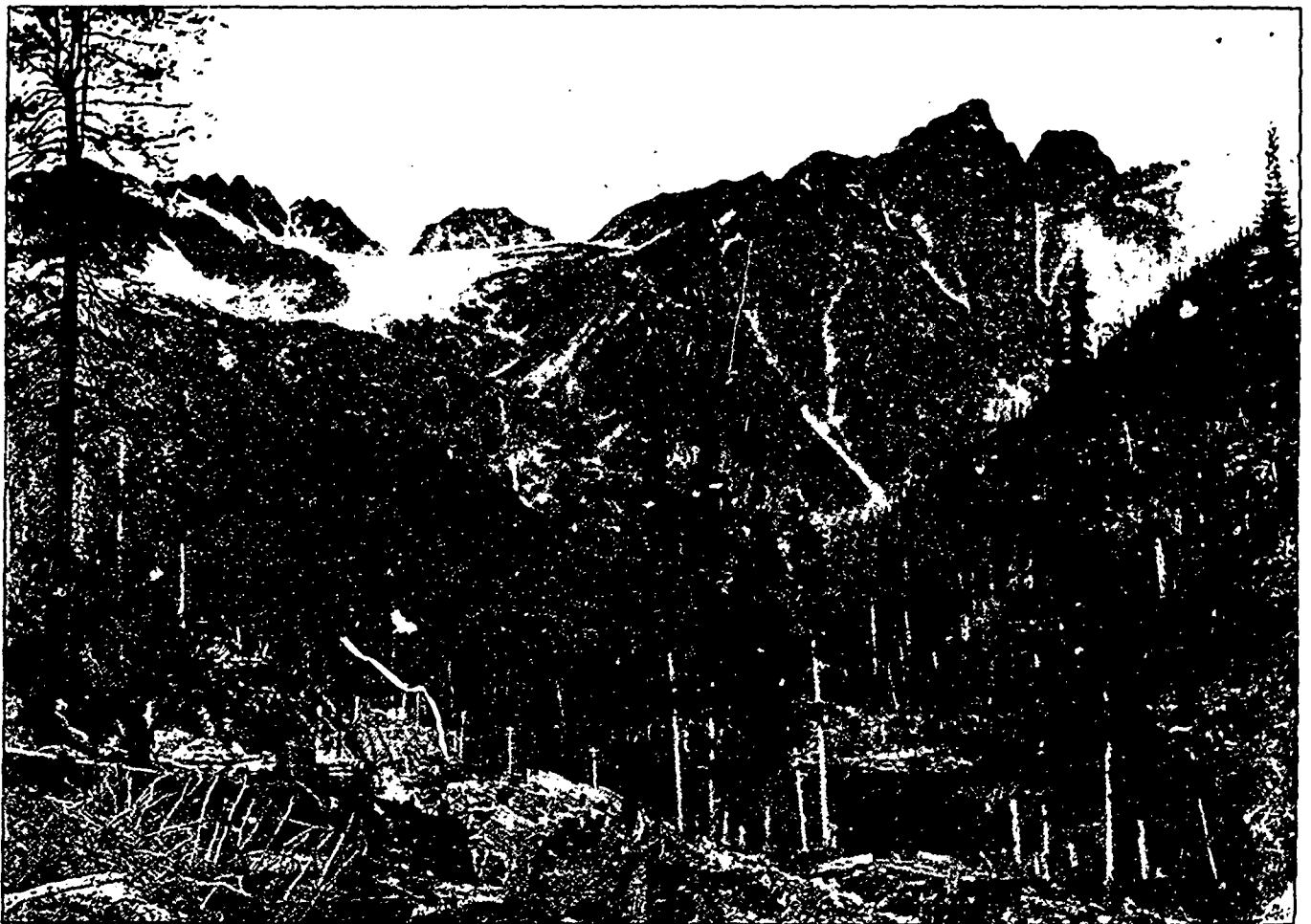
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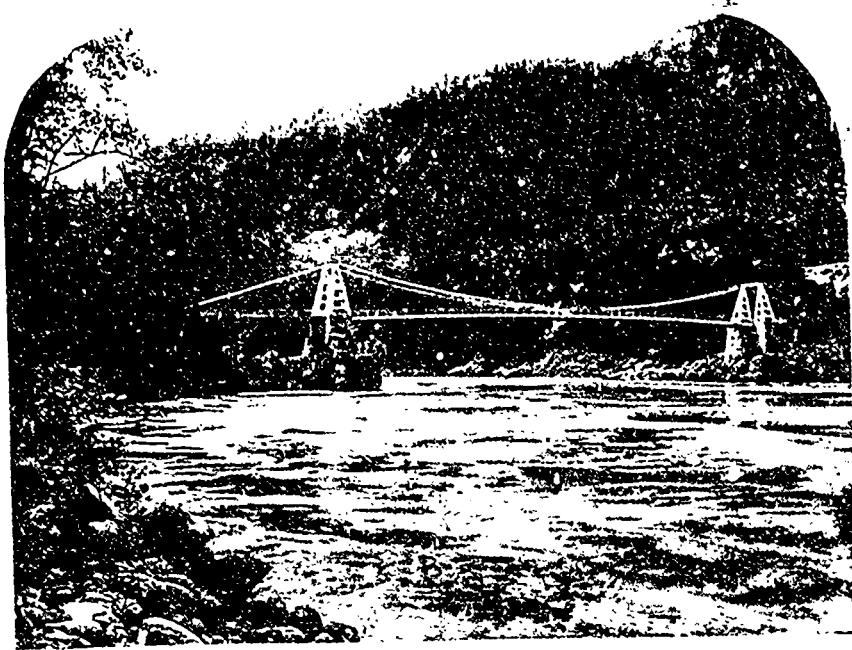
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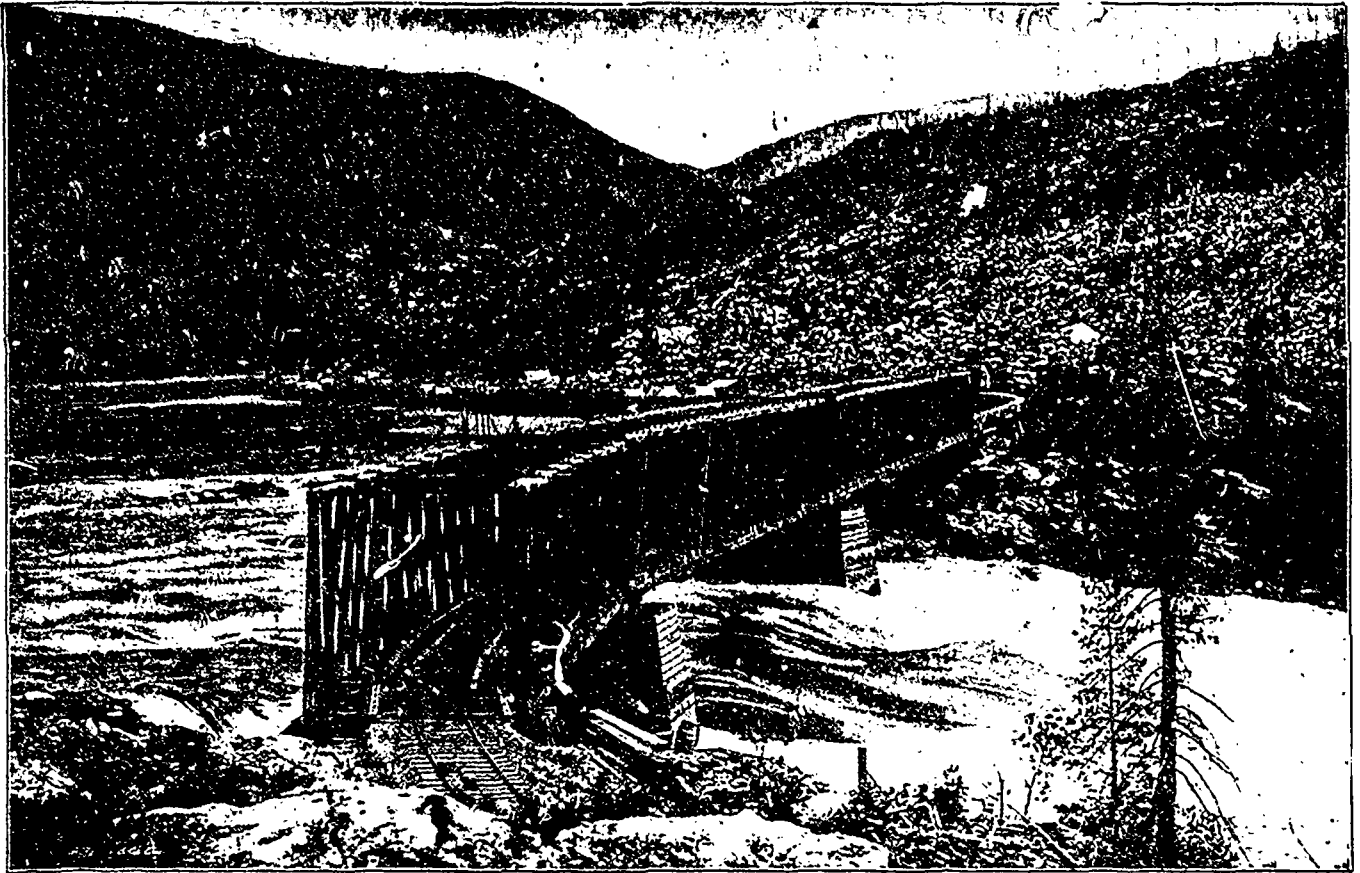
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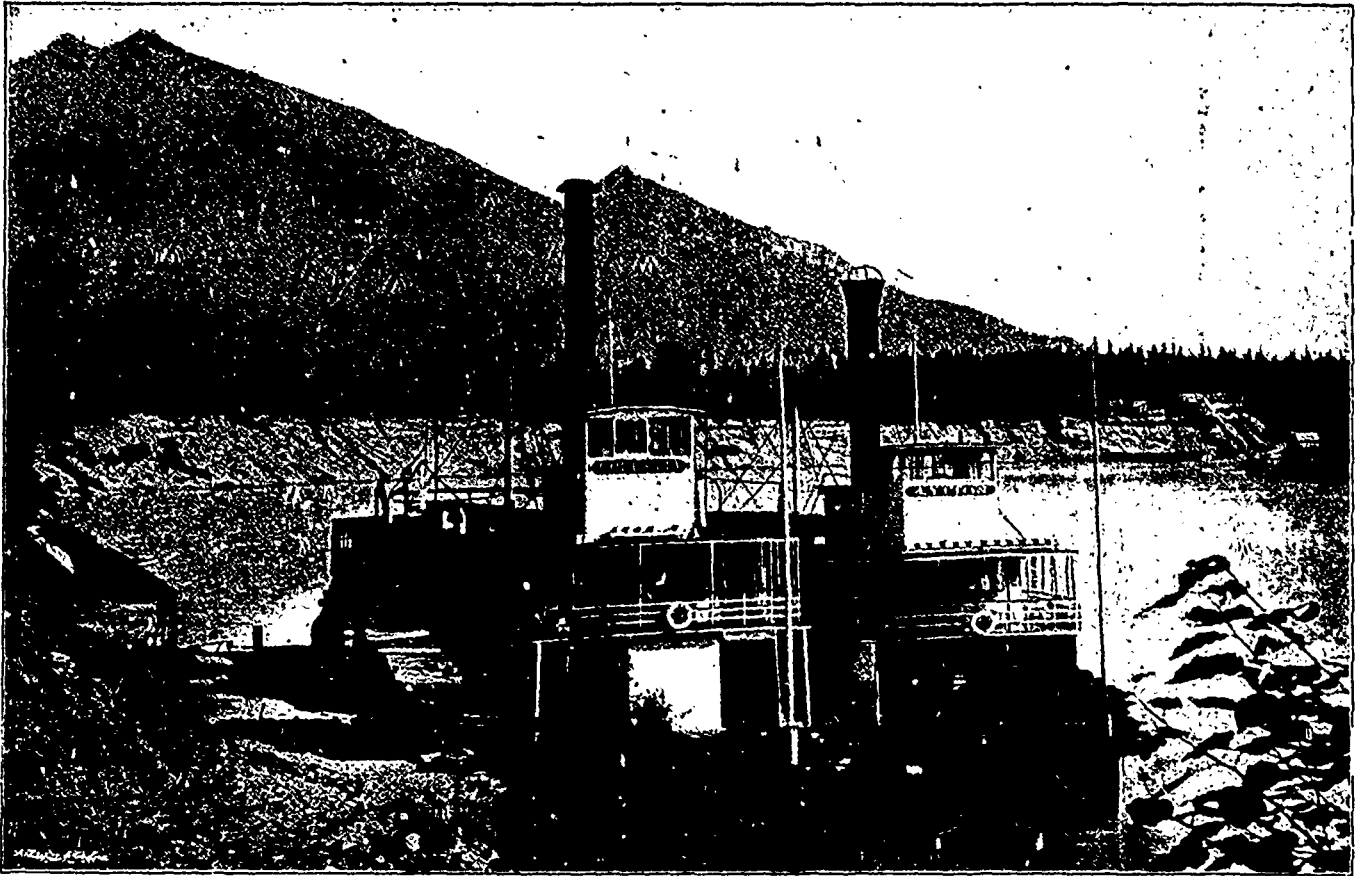
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RAILWAY CROSSING OF THE KOOTENAY, NEAR NELSON.



LOOKING UP KOOTENAY LAKE FROM NELSON



STEAMERS "COLUMBIA" AND "LYTTON" AT REVELSTOKE.



PACK TRAIN OF PROSPECTORS EN ROUTE FOR TOAD MOUNTAIN.

The winding Bow River is followed closely at times then seemingly left for good, then a return is made through rolling green knolls and brush-covered gorges alternately, onward the course leads, the peaks of the Rockies growing plainer and plainer, until finally the train pulls up at Calgary, the second city of the Canadian Northwest.

CALGARY.

Although a trading post existed at this point away back in the sixties, it was not until near the close of 1883, when construction on the C. P. R. was nearing the place, that anything like a town began, and then it was located on the opposite side of the Elbow river from where the city now lies. A year later when the railway depot was located there was a general movement across the river, and the present site began to fill up rapidly with business and other buildings.

The site of Calgary is a beautiful and at the same time a sheltered one. It is built upon a natural amphitheatre scooped out by centuries of the flow of the Bow and Elbow rivers, which join waters close to the city. Around this natural amphitheatre are ranged pallisade-like bluffs, behind which rise green hills and away beyond these peer up the angular points and snowy caps of the Rocky mountains. Lying in this natural basin, no one at first sight could imagine that the town site stood at such an altitude. The light dryness of the atmosphere however, and its invigorating feeling will in a few days convince the traveller that he is some height above the sea level.

The city of Calgary is the most populous, and at the same time the best business point between Winnipeg and the coast. It has not much of a farmers market as the country around is mainly taken up in ranching. The growth of the city, and the demands from the mountain country westward almost do away with any necessity for grain exporting to the east, the local demand being almost equal to the supply. Still there are hundreds of thousands of acres of fine farming lands around the district on which the agriculturalist will in time in a great measure supplant the rancher. The city is commercially the key to the whole mountain country, and furnishes supplies as far west as the second crossing of the Columbia river. The construction of the Calgary and Alberta railway south to Fort McLeod and north to Edmonton has also opened up quite a jobbing field for the leading merchants. Although the city has only a little over 5,000 of a population its annual mercantile turn over must be equal to that of many cities nearly double its size. Unquestionably therefore Calgary is a live business point, and ere many years pass, it must become a busy jobbing centre. At present the city has over two hundred business places of every class, and about a score of the leading mercantile concerns do more or less of a jobbing business.

THE MANITOBA LAKE DISTRICT.

BEFORE leaving the prairie country it is necessary to go back to pick up a drop stitch as the ladies might say, and the stitch to be taken up will prove the beginning of a very interesting seam, as it will be the following up of the development of the rich fisheries of Manitoba.

To follow this seam we shall leave the Manitoba capital and go north twenty-two miles to the lake port

town of Lake Winnipeg, Selkirk. This town is but little heard of among the glowing accounts sometimes published about the agricultural wealth of the prairie province, but it is one of the most solid, if not one of the large towns of Manitoba. It has a population at present of about 1,400, and is steadily adding to this number. It is without doubt the greatest fishing point in all the prairie country of the vast Northwest, and is the source of supplies for all the Lake Winnipeg fishing and lumbering operations. The town itself is one of the loveliest locations in Canada. Lying as it does along the west bank of the Red river, where that river widens out to an average of over 1,000 feet in width, before it seeks its way through the various channels of the Delta to the great lake beyond. A view of the town in a bird's-eye shape it is impossible to secure as the bulk of its buildings are hidden from distant view by the tall oaks, elms and poplars which grow in such luxuriance along the river bank, and stretching for a mile or two inland giving to the surroundings of the town an English park-like appearance.

Nestling amid these forest giants, and peering through their foliage lies this town of 1,400 people with over fifty places of business, many of which are included among the largest industrial concerns of the Province. But to commence with the most closely built thoroughfares, the traveller will find there about a score of stores connected with the various lines of trade, and some carrying heavy stocks of goods and doing a volume of business which would astonish some of the merchants in larger cities. Another point worthy of notice is the neat and commodious hotels, where the traveller can put up. Most prominent among these is the Canada Pacific House, to which a large new addition has been made during the past year while the old part has been all overhauled and refurnished. In this house forty guests can find accommodation and comforts such as are seldom found in a town of double the size. The Lisgar House is another well managed tavern with but little less accommodation and with equal comforts. There are several other minor houses any of which would be considered good hotels in a town of 1,500 people.

First in the industrial affairs of Selkirk stands the lumber trade. There are two firms engaged in this business, and each on quite an extensive scale. Messrs. Robinson & Co., have two saw mills at work out on the lake, and have their lumber yards in town. Their business alone, if we include the fishing operations, in which they are largely interested, furnishes employment for nearly 200 hundred hands. Hooper & Co. have a planing mill in the town, and a saw mill on the lake, and their business employs nearly 100 hands. Mitchell & Co. are now building a saw mill near to the town, and their business is but little short of their competitors in magnitude. Thus the lumber industry of the district lays the foundation for a live and populous little town, without calculating upon other influences contributing to Selkirk's commercial and industrial importance.

Although this lumber industry mounts up to a cut of over 20,000,000 feet annually there is closely connected with it another industry of not much less value to the town, namely the business in cord-wood and railway ties. During the spring freshets, while water was high on the Red River, over 10,000 cords of wood were sent in barges and by boat up to the city of Winnipeg, while hundreds of thousands of railway ties are also provided, and sent out of the town.

The industry which makes Selkirk and its surroundings of most interest to the economist is the fish trade, and few people are aware of the magnitude of this trade, and its value as an industry, to the province of Manitoba. There are five companies and firms engaged in this trade, who have their headquarters at Selkirk, and who ship their catch fresh to every leading market of Eastern Canada and the northern United States. These firms and companies are Robinson & Co., Reid & Tait, the Manitoba Fish Co., the Winnipeg Fish Co., and the Selkirk Fish Co. All of these firms and companies do quite an extensive business in fishing and fish marketing, and it is safe to state, that at least two-thirds of their catch finds a market in the Eastern United States, where they have to compete with the fresh fish sent inland from Atlantic points.

The value of the fish industry to the province of Manitoba, and the magnitude of the operations of these firms and companies and other parties connected with these fishings, can be best comprehended by a look over the Dominion Blue Book of the Department of Marine and Fisheries for 1893, for which we cull the following facts and figures, which show among other things the increasing value of the Manitoba fisheries.

In the year 1889 there were employed in the fisheries of Lake Winnipeg and other Manitoba lakes, that is by the companies and other commercial concerns, sixty-eight men, three steam vessels, twenty-five sail boats, and 32,000 fathom of gill nets, the value of all the plant and appliances being \$47,900. The catch that year by those engaged in commercial fishing was 1,924,224 pounds. In 1893 there were employed 136 men, 13 steam vessels, 30 sail boats and 67,350 fathoms of gill nets, the value of plant and appliances being \$109,800. The catch of those engaged in commercial fishing that year amounted to 3,873,281 pounds. A perfect flood of statistics could be given regarding Lake Winnipeg fishing, but the foregoing gives in condensed form the business and shows the continually increasing value of those fisheries.

While pursuing his enquiries the writer was aided by Mr. R. La Touche Tupper, the Dominion Fishery Officer for Manitoba, who is unquestionably the right man in the right place. Besides being an efficient officer he is an enthusiast in his business, and has no aim beside the building up of the fishing industry, and the making of it an industry of primary value to the province, and one of value to the whole Dominion. From him the writer learned that Lake Winnipeg must remain for all time to come the greatest source of supply in the Dominion for white fish, and not only the greatest source of supply but the water in which the propagation of that variety can be carried on with least drawbacks. As he explained the white fish has many enemies, such as the pike and pickerel who devour any and every fish they can overtake. Although these two varieties are plentiful in Lake Winnipeg, Mr. Tupper does not consider them by any means the worst enemies of the white fish. Both of these fish of prey are slow in their movements compared with the white fish, which when fully or even partially grown can easily elude them. The greatest enemy to the white fish is the salmon-trout, Mr. Tupper says, as he can travel with a velocity almost as great as that of the white fish. Fortunately the salmon-trout is not found in the lower Lake Winnipeg, and only in the extreme northern basin of the lake is he to be met with, and even there the variety is rare. The white fish is therefore practically free from this most danger-

ous enemy, and its propagation is not hindered thereby. Another class of enemies to white fish are the little fish of the sucker variety, who follow the white fish in the spawning season and feed upon their ovæ. Even this difficulty is easily overcome by the artificial propagation of the white fish, and in this work Mr. Tupper has affairs down to a science in the

FISH HATCHERY,

an institution at Selkirk and under his own personal management. This institution would prove a great source of entertainment and pleasure to the enthusiastic natural historian, and even to the casual visitor it is one not soon to be forgotten. The building stands on the bank of the Red river at Selkirk, and looked at from across that broad stream resembles a rural church building. The inside however has no resemblance to a church. It was constructed a few years ago by the Dominion Government at a cost of \$10,000, and its annual cost of maintenance is about \$5,000. On the upper floor of this building is a tank of 22,000 gallons capacity which is replenished by a Blake pump capable of pumping 14,000 gallons a minute, the power for which is supplied by an engine and steel boiler of 30 horse power nominal. The water used for the hatchery is pumped from the river in winter time when the covering of ice makes the water pure and free from all contamination. After the breaking up of the ice on the river, the water required in the institution is pumped from a well sunk for the purpose 300 feet deep, from which an abundant supply of pure cold water can be had. On one side of the lower floor is a stand on which are placed 600 Wilmont self-feeding glass hatchery jars on four tiers of shelving and so connected that the water from the tank above flows by gravitation through one tier after the other of these jars, until it issues from the building and returns to the river. In these jars can be hatched each season 50,000,000 white fish, while a set of troughs in the centre of the floor is capable of hatching in a season 10,000,000 speckled or salmon trout. There is space on the opposite side of the floor for another jar stand the same as the one now in use, which if added would make the hatching capacity of the institution 100,000,000 white fish and 10,000,000 trout in a year, which would be the largest capacity of any hatchery in the world.

Mr. Tupper explained how ninety per cent. of the ovæ collected from fish at spawning time can be developed into fry in the hatchery, while not five per cent. of the spawn of fish in spawning grounds ever come to anything, so much being wasted, and so much being devoured by those fish which feed upon such spawn. There is therefore, no difficulty about keeping not only Lake Winnipeg but other lakes of the Dominion replenished with those delicate fish, and depletion of the lakes can be thus arrested.

The white fish ovæ for use in this hatchery are all taken from Lake Winnipeg, as in no other lake can finer fish be found. The trout ovæ are brought from the Lake of the Woods vicinity, and the pike and pickerel ovæ can be had in abundance within a mile of the hatchery.

Last spring 2,800,000 white fish fry were taken from this hatchery, and put into the Qu'Appelle Lakes, which had become depleted, and 2,000,000 ovæ were taken in a half hatched condition to the hatchery at New Westminster, B. C., hatched out into fry there, and after-

wards put into the Okanagan Lakes in that province, which is the first attempt at propagating white fish on the western side of the Rocky Mountains.

It is expected that from this hatchery white fish will be introduced into many lakes in the Dominion, where they never before existed.

Altogether the fish hatchery is one of the most interesting institutions the writer has ever visited, and the visitor should not fail to have a look through it when he goes to Selkirk.

But we must leave the fishing industry of Lake Winnipeg, and take a view of the town of Selkirk as a summer resort, a sort of headquarters from which the visitor can start out on and return from little health giving trips in which scenery of the softly beautiful character finds few equals in any part of the world.

The town is the river mouth point of Manitoba, and from it navigation for craft of deep draft is free to the great lake to the north. Lake Winnipeg itself is nearly 300 miles in length and over thirty miles in width at the northern basin the widest part. Hundreds of bays, inlets and river estuaries line its shores and its heavily wooded banks hide from distant view many a sheltered fairyland, all of which must in time become resorts for pleasure and health seekers. Then its fishings furnish an endless round of delights for the sportsman. Landing a twenty pound pickerel should satisfy any lover of piscatorial sport, and this is a feat to be accomplished daily in the waters of the lake. The river before reaching the lake furnishes boating of the best kind, while the lake itself is a very paradise for the yachtsman. Heavier craft can test their sea going powers in the broad northern basin, while in the southern portion lighter and more fragile craft can be handled, and always be near to some sheltered bay or cove to put into in case of a sudden storm. In short no one of the great lakes of North America furnish greater attractions for the sportsman, boatman or yachtsman.

Then the tourist of a more timid type, who is not prepared to enter into the risks or excitement of boating or yachting, can make excursions without number to the different points on the lake, and do so in steam craft, where every comfort can be had, and which are stout and large enough to go on ocean voyages.

Among the numerous steam vessels on the lake we select the best of those registered to carry passengers. First we shall mention the City of Selkirk, a screw steamer with every modern accommodation for passengers, and with stateroom accommodation for twenty-five passengers. This craft makes weekly trips around the lake, visiting its northern extremity and giving an opportunity for viewing lake scenery such as is seldom to be had.

Another fine steam craft is the Sultana, also fitted with every modern comfort, and capable of accommodating in her staterooms about the same number as the City of Selkirk.

The Colville is another vessel of the same stamp, and the largest of the fleet. She has accommodation for 25 saloon passengers, and with an increase of traffic this accommodation could be greatly increased.

Another commodious passenger boat, also a screw steam craft, makes regular trips around the lake, and has stateroom accommodation for over twenty passengers.

There are thus four large craft which make extended trips around the lake, while there are nearly a dozen

smaller steam craft which make shorter or more local trips.

From Selkirk therefore the pleasure-seeker can start on an excursion to any part of the vast lake, and secure first-class stateroom accommodation while travelling afloat. The waters of the lake are deep, and allow of navigation by craft of deep draft. There is therefore no necessity for taking the risk of sailing in one of these frail, flat-bottomed light draft craft which are only fit for river navigation, and are as a rule not too safe for that.

What is above written should give the reader a pretty clear idea of Selkirk and the great lake to which it is the key. We must now leave the lake, beautiful and attractive as it is, and follow a river trail up the great Saskatchewan.

A FAMOUS DISTRICT.

THE Prince Albert country has long enjoyed the reputation of being one of the finest districts in Western Canada. This section was not opened to railway communication until late in the year 1890, but years before that date, a considerable settlement had been established, which had been attracted to the place by the glowing reports furnished by those who in their travels over the great prairie region of Canada had chanced to visit this favored district. The settlement of the district had progressed to such an extent that, though nearly 300 miles from the nearest railway, a flourishing town of about 1000 inhabitants, the centre of an isolated but extensive agricultural community, had grown up before the Prince Albert branch of the Canadian Pacific Railway was built. The establishment of such an important settlement, so far from railway communication, alone speaks volumes for the natural advantages of the country.

The situation of the town of Prince Albert, geographically and commercially is one of great advantage. Any map of the great prairie region of Canada will show the town to be located on the south bank of the North Saskatchewan river, not far from the confluence of the North and South branches of this great river. The river at Prince Albert is a fine stream and is said by travellers to resemble the Danube. The town is situated in the valley of this river and although in a valley the banks are sufficiently high to render a fear of flood altogether unnecessary. The site is therefore a good one for a large city, providing as it does splendid drainage facilities, which is a matter of great importance for every city. A little back from the river, varying from half a mile to a mile or more, there is a considerable incline leading to the level prairie above the river valley, thus affording facilities for an "upper" and "lower" town. The business and principal residence quarter is in close proximity to the river, but a number of nice residences have been established on the higher level, overlooking the beautiful river valley.

The commercial situation, we have said, is one of advantage. The North Saskatchewan river is navigable from Prince Albert up to Edmonton, and down stream to Lake Winnipeg, a total of about 1200 miles. Prince Albert can therefore be reached by water from Winnipeg, via the Red river, Lake Winnipeg and Saskatchewan river. Undoubtedly the Saskatchewan will become a great highway of commerce, as settlement extends along the river. Steamers are plying on the

river this season between Prince Albert and Edmonton, handling coal and other products, the coal being mined at points along the river. Altogether a vast system of navigation is tributary to Prince Albert, though some improvements are required to render these waters navigable to the best advantage.

The railway facilities consist at present of one line, connecting with the main line of the Canadian Pacific Railway at Regina. The distance from Winnipeg is 357 miles to Regina and 247 from Regina to Prince Albert, a total of 604 miles from Winnipeg. The Manitoba & Northwestern railway will ultimately reach Prince Albert, and by this route the distance will be considerably shortened. Prince Albert is favorably situated for a railway to Hudson Bay, which we all expect will in time be the most important route between our prairie regions and Europe. A railway from any point in the western portion of the territories to Hudson Bay would naturally pass through or near Prince Albert. The proposed Winnipeg and Hudson Bay Railway could be easily reached from Prince Albert by a direct branch line, so that in the case of a railway being built from any point east of the Red River and south of the Saskatchewan to Hudson Bay, Prince Albert would certainly be soon connected with it. The opening of this route to Europe via the great inland sea, is really the great hope of the future for the North Saskatchewan country. Such a route would bring Prince Albert as close to ocean navigation as Winnipeg is to Lake Superior.

So much for railways and commercial routes. The situat on of the town gives it the possession of other advantages. It is situated on the dividing line between the prairie and forest regions to the west; south and south-east stretch for hundreds of miles the great prairie regions; while to the north and north-east lies the vast forest, stretching away to Hudson bay. This gives it manufacturing advantages in lumbering and kindred industries, and the lumbering interest has long been the most important local industry. With the famous fertile and beautiful park-like country surrounding, who can doubt but this young town is to become one of the great cities of the Canada of the future.

The modern history of Prince Albert dates from 1866, when the Rev. James Nesbitt founded a mission here and gave the name to the place. It was, however, a central fur trading post with the Indians as early as about the middle of the eighteenth century. It is said that Verendrey, the great explorer, established a post here as early as 1748. It is now the headquarters of the Hudson's Bay Company for a large district. Following the establishment of the mission, settlers began to come in, attracted by the glowing descriptions given of the country, together with the belief that the great Canadian transcontinental railway would pass through the North Saskatchewan country, and soon a considerable settlement was formed in the vicinity of the mission. The mission property is now the central portion of the town of Prince Albert.

The fame of the district as an agricultural country has been so frequently and enthusiastically set forth by those who have visited the region, that it seems like harping too much on one theme to say anything in this direction. However, any reference to Prince Albert would be incomplete without a paragraph at least upon the surrounding country, agriculturally. Many portions of the Canadian prairies have special advantages, but here the list of natural advantages includes

almost everything desirable, and combine a rich soil, splendid natural pastures and hay meadows, wood for fuel, water and a favorable climate. The climate is very healthy, the rainfall is quite sufficient for agricultural purposes, and the old settlers claim that there is a greater exemption from severe storms than in the southern and western portions of the prairie belt. The soil is of that deep, black mould which is peculiar to the very richest portions of our prairie country. The natural grasses and vines, wild peas, vetches, etc., make a very luxuriant growth, providing splendid summer pastures and winter fodder for stock. All the cereals grown in Canada can be grown in the district, and roots and vegetables produce some magnificent crops. Wild berries abound, of various varieties. All the domestic animals of Canada thrive in the country. There are some large flocks of sheep and herds of cattle and horses.

The country in its physical features is decidedly picturesque, being undulating and diversified, with open prairie meadows, covered with luxuriant vegetation, and profusely decorated with wild flowers in great variety; lakes and clear streams abound and bluffs or clumps of trees are scattered over the surface; a park-like country of quiet but rare beauty.

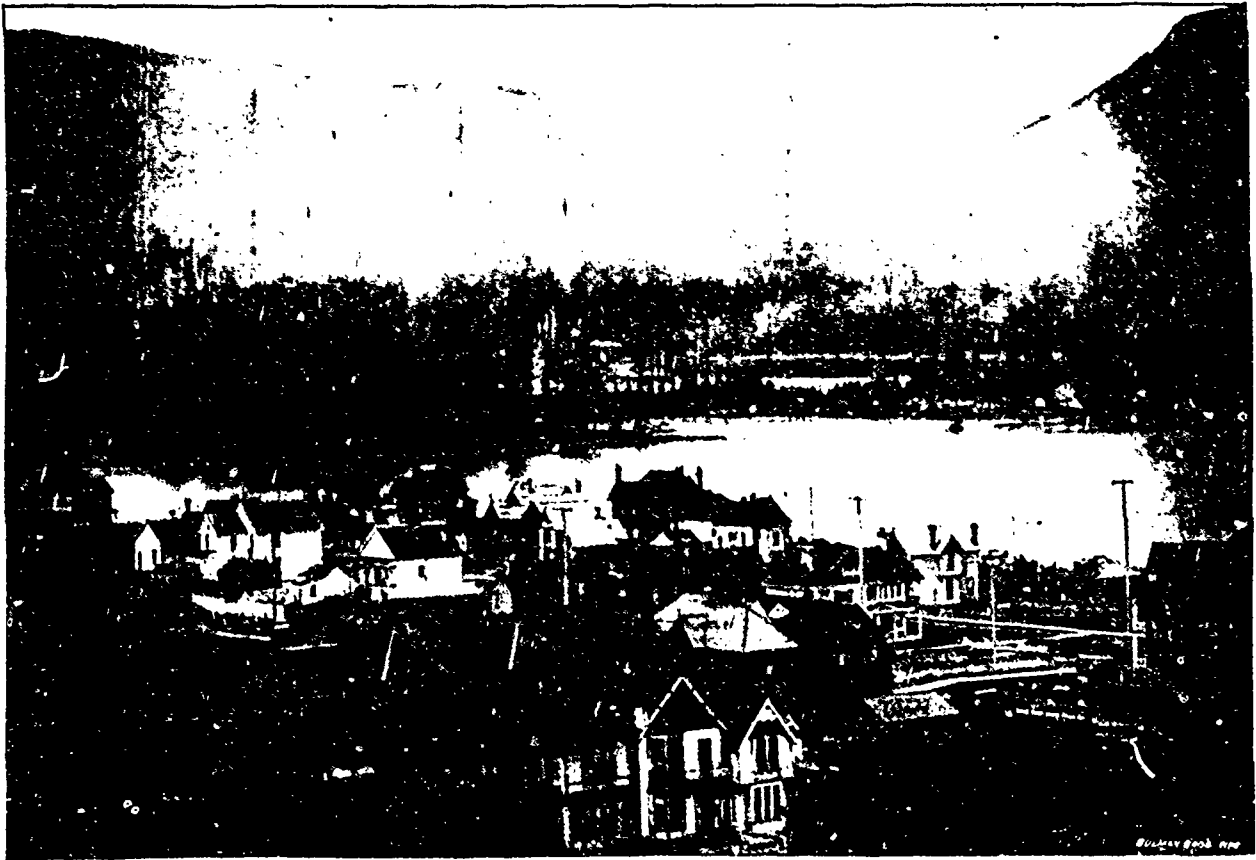
Wheat is the great crop of the Canadian prairies, and we will conclude this article with a reference to wheat. Perhaps the finest sample of wheat ever sent out of Western Canada was grown in the Prince Albert district. A representative of The Commercial, who is a member of the Winnipeg Grain Exchange and sees a good many crack samples of wheat every year, visited Prince Albert in the fall of 1891. While there he came across a sample of wheat which was of such rare perfection that a quantity was secured and taken to Winnipeg, where it produced something akin to a sensation among the grain men. Samples of this wheat were sent by THE COMMERCIAL to a number of leading grain men and grain and milling journals, and in every case it was received with expressions of surprise. Following are some of the replies received from parties to whom a sample of this wheat was sent.

From the Northwestern Miller, of Minneapolis, the leading milling journal of the United States: "Truly a remarkable sample."

From Daily Business, the grain trade paper of the Chicago board of trade: "The Daily Business has received from the Winnipeg COMMERCIAL, a sample of Ladoga wheat, raised in the Prince Albert district, territory of Saskatchewan. It is a beautiful wheat, weighs about sixty-five pounds to the measured bushel."

E. Seckel & Co., grain commission merchants, Chicago, write: "Your favor received, and also sample of wheat, for which accept our thanks. We exhibited same on 'change and it attracted quite a good deal of attention. We must say that it is the finest sample of spring wheat we have laid our eyes on. One of our millers here would like to know the value of this wheat in your market, and the rate of freight to Chicago, if you can kindly give us the same."

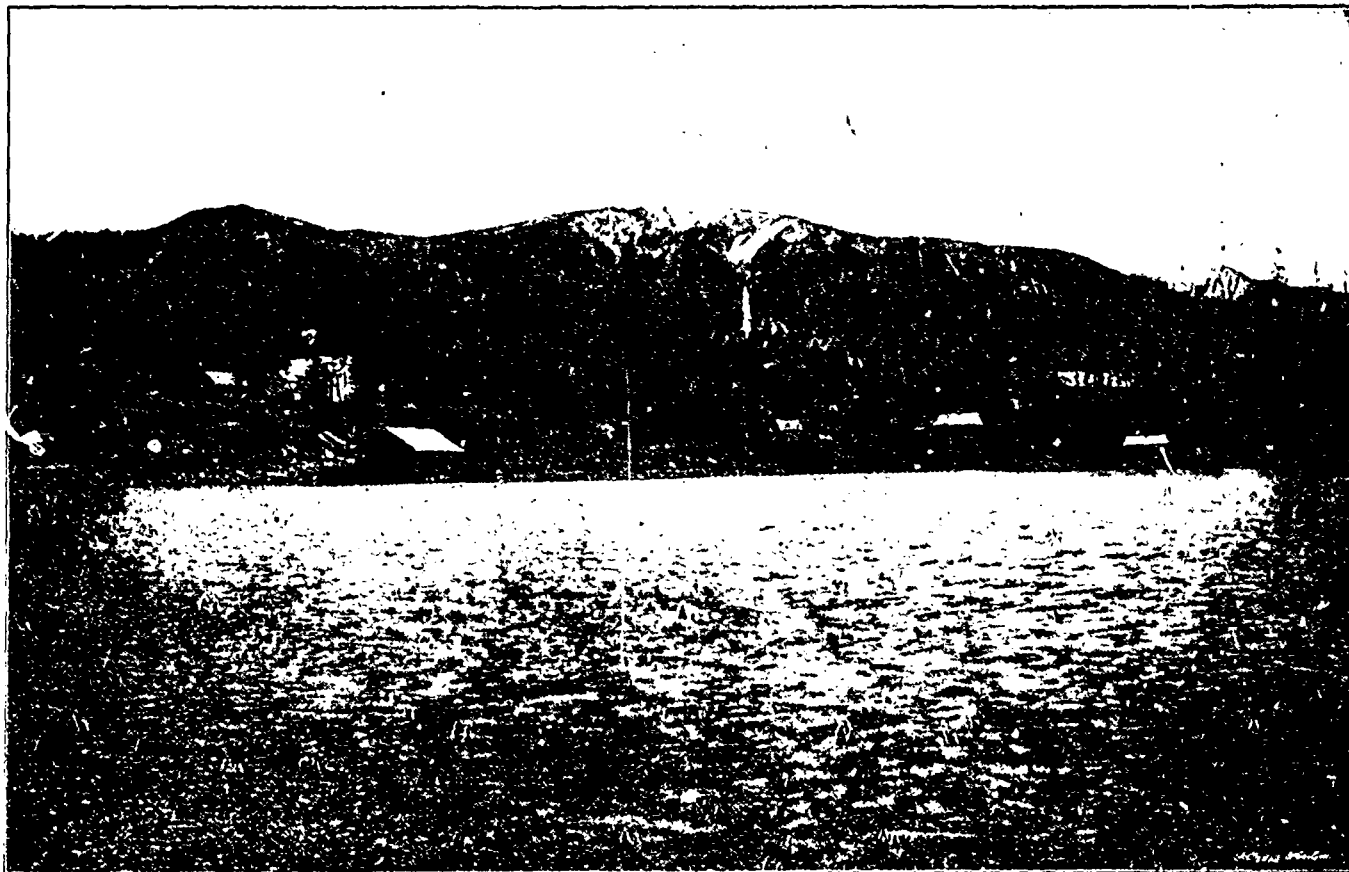
A. C. Buell & Co., a leading Chicago grain firm write: "I have your letter, accompanied by a sample of splendid wheat. A country that can raise such wheat as that sample will be sought after before many years as the product of Minnesota and Dakota is fast deteriorating."



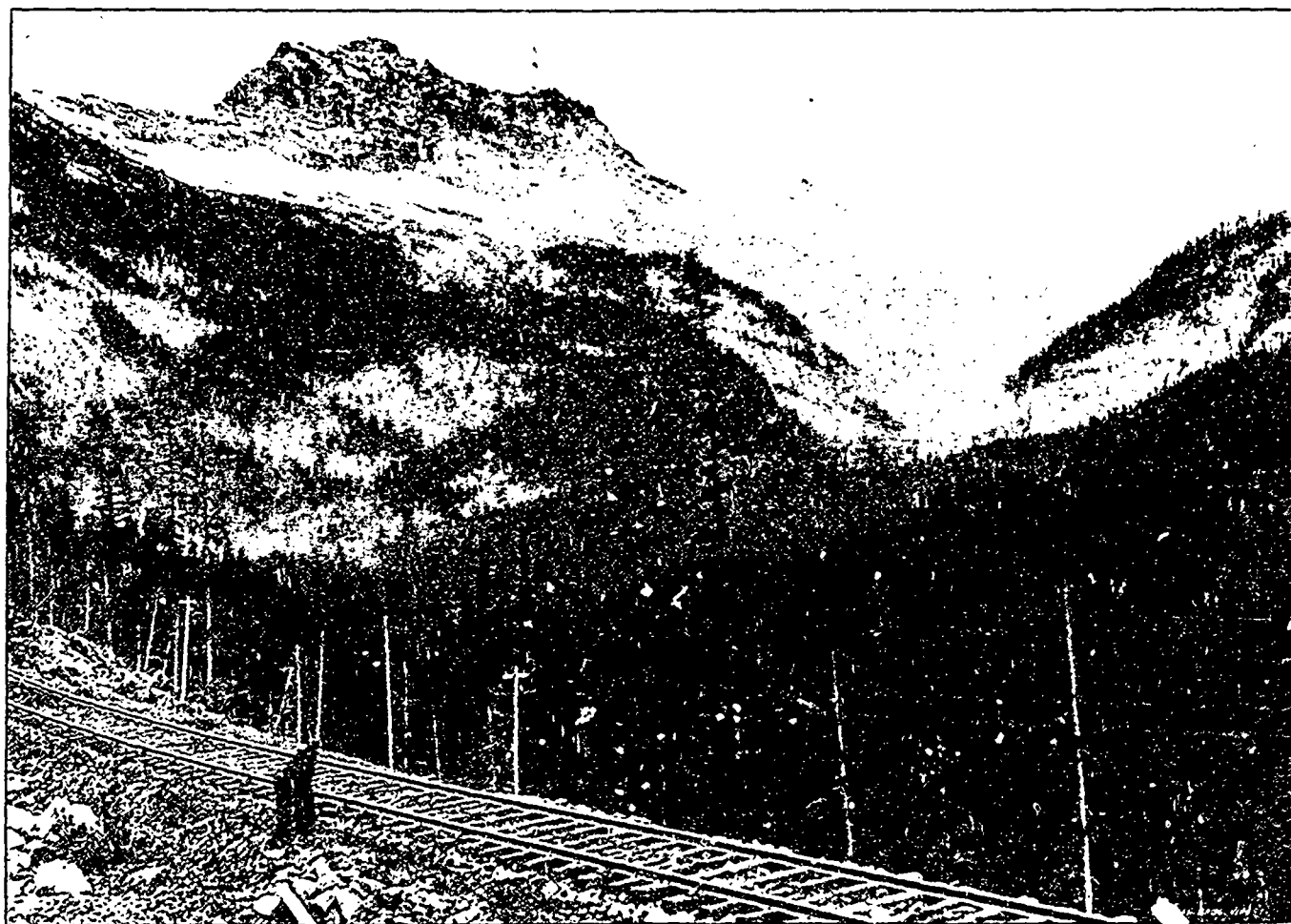
LOOKING OVER BROCTON POINT IN STANLEY PARK, FROM C.P.R. HOTEL, VANCOUVER



NELSON LOOKING ACROSS THE LAKE.



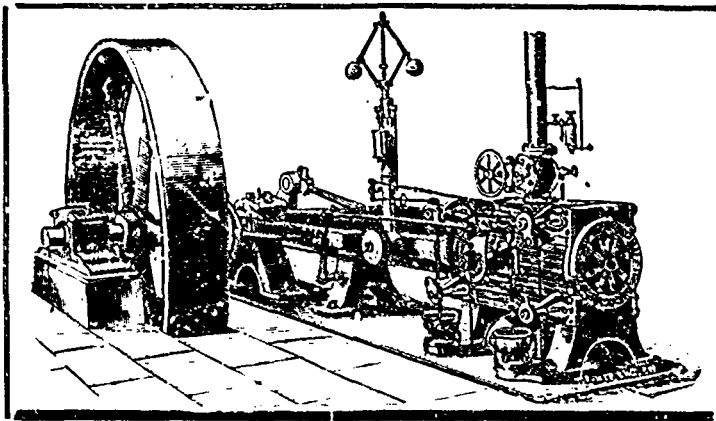
VIEW OF PILOT BAY.



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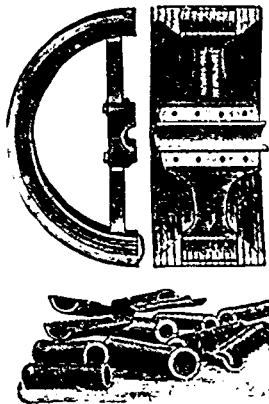
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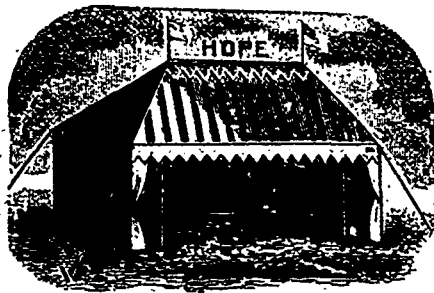
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From the publisher of the Miller's Review, Philadelphia: "With reference to the sample of wheat grown in the Prince Albert district, my people at the office report it to be something entirely outside of their experience, and they know pretty well what fine wheat and large crops of it are."

Millers' Review, Philadelphia, Pa.: "Among the samples displayed by Hancock & Co., of the Philadelphia Commercial Exchange, recently, was a small one from the territory of Saskatchewan, nearly three hundred and fifty miles north of the boundary line between the United States and the British possessions. It excited considerable attention from the fact that the grain in the little blue box was of an exceptionally fine type of red spring wheat. The Major pronounced the wheat as handsome as any he had ever seen and he was sorry that the machinations of freight combines and tariffs so effectually kept such stock away from millers and grain men in this section and prohibited any substantial investment in this fine product of the far North."

CALGARY TO EDMONTON.

THE traveller is very likely to form the opinion that as he goes westward and northward from the Red river country he is continuing an ascent generally. Such would be a mistake going north from Calgary. Between that city and Edmonton there is a fall in altitude of over 1,500 feet. Another misleading but prevalent notion is that the further north one journeys the more rigorous the climate becomes. Whereas away north on the Upper Saskatchewan, and for a long distance north of Edmonton the average temperature is higher than it is in many localities 500 miles further south. This fact is owing mainly to the fact that in this northern latitude the altitude of the Rocky Mountains is much below that attained by the range further south. Besides the valleys between the ridges are much wider than the mere gorges which intersect them further south. In this way the warm breezes from the Pacific sweep through the wide passes and over the lower ridges leaving their moisture there in the shape of snow, but spreading over the northwestern plains in those warm winds known as the "Chinooks." The climate therefore loses in rigor as you go north in the territories of Alberta and Saskatchewan, and the popular notion to the contrary is a fallacy.

Running north from Calgary the first place of any importance on the line is Olds, a small town of about 150 people surrounded by quite a settlement of farmers, most of whom have come from Nebraska and other western States. The settlement is fast increasing although it is only about three years since the first of the farming community located. The locality is well suited for either grain raising or mixed farming, timber patches being dotted all over the rolling prairie while water pure and sweet is abundant everywhere. Only about twelve miles distant there is plenty of heavy

timber suitable for building purposes. There is every appearance here of the foundation being laid for a large and prosperous colony. Eighteen miles north from this place the train stops at the growing town of

INNISFAIR.

Four years ago, there was scarcely a habitation within a mile of this place, but now a busy town of 350 population stands there. Quite a number of stores and other business buildings have been built and occupied, and others are in course of construction. A public school is now open and well attended by settlers children, and the Church of England and Presbyterians have both constructed churches, while other sects of church goers have secured land for buildings. The surrounding country is well adapted for any kind of farming or ranching, and water is abundant and pure. The Little Red Deer Creek flows close to the town, and near at hand is the beautiful Horse Shoe Lake. Altogether the country has a park-like appearance, and timber, rolling prairie, lake and stream all contribute to make beautiful scenery in all directions. The settlement of farmers around is quite numerous and is made up of different nationalities there being a small sprinkling of Japanese among the number. The next place of importance is

RED DEER.

This town is 95 miles north of Calgary and was a stopping-over point in the old staging days, when a village of some twenty people existed there. The town has now increased in population to about 250, and is quite a trading point. A dairy association has been started and a creamery built for the surrounding farmers and altogether the place shows signs of live business activity. The location is a beautiful one, by the side of the Red Deer River, and all around timbered spots, and plenty of pure water can be had in abundance. The settlement is made up mainly of Canadians and people from Great Britain, and the community is a progressive as well as a prosperous one. In the town a public school is in full run, and a Church of England building has already been constructed, while other denominations of Christians have secured sites and intend soon to erect church buildings.

Nearly twenty miles north of Red Deer lies the village of La Combe, where a couple of stores are now open, and around which settlement is beginning to gather. About 38 miles further north brings the traveller to the important and growing new town of

WETASKIWIN.

Here as at Red Deer a local land office is located, where new arrivals can secure lands to settle on. The town has a population of about 300, and possesses some good stores and other business buildings and a flour mill is to be built during the present year. A public school is running and well attended, and several church organizations have been formed. The town is the centre of a rich country with beautiful natural scenery, the Battle River settlement being tributary to it in a trading sense. The community both in the town and surrounding country is a progressive and enterprising one, and in a very few years, the district will be a populous farming settlement with a busy market town in its centre.

After passing Wetaskiwin the traveller sees no other points of importance until he steps from the train at the end of railway communication and finds himself

on the banks of the great North Saskatchewan, and in the town of

SOUTH EDMONTON.

The town of South Edmonton is one of very recent growth, and in reality dates its birth from the construction of the railway from Calgary to this point a little over three years ago. Before that time only a few houses and not a place of business of any kind existed on its site. Its growth from nothing three years ago to a town of 500 population to day is something unusual even in the Northwest. At present it has about a dozen stores and twice as many other places of business, including a commodious hotel much ahead of the ordinary tavern of the country town. A flour mill of 150 barrels a day capacity has been added the present year, and a local land office is also situated here. The town has all the appearance of a thriving business point destined soon to rise to the importance of a city of some size. It has a good school, well attended, and the Church of England, Presbyterians and Methodists have all church buildings to worship in.

The town of South Edmonton has a beautiful site on the very bank of the North Saskatchewan, and the view down the bluff bank on which it stands 150 feet to the deep rapid river below is one not often to be equalled. Then the view across the river to where the old town of Edmonton peers at different points through the brush and timber which line the steep northern bank of the stream, suggests the thought that the old town is near and yet far away. It requires only a few minutes to descend the sloping road to the margin of the water and a few minutes more is sufficient to cross the stream by the cable ferry. Then the ascent of about a half mile of an up grade brings the traveller into

THE CITY OF EDMONTON.

This frontier city at the present day, is a strange mixture of evidences of rushing progress and enterprise and old pioneer state of affairs. Half way up the steep bank of the river before the town site proper is reached stands the old Hudson's Bay Company's post, a relic of former days, when trading with the fur hunter was the business done therein. Even in the city proper many of the store buildings have the old pioneer appearance about them, and carry the heavy and varied stocks carried a score of years ago.

Half a dozen years ago Edmonton consisted of business buildings and residences divided into clusters located at a distance from each other, while timber, brush and open space lay between these clusters.

In those days the population did not exceed six hundred, but it has now increased to nearly two thousand, and the gaps between the clusters of buildings are being gradually filled up with structures of a more modern type, giving the place altogether more of a city appearance. Society is in a much better organized state than it is in the newer towns and villages of the far Northwest, and a system of schools for the education of the youth of the place have been organized and working for quite a number of years, and is now being steadily widened in scope to meet the demands of an increasing population. Churches of different denominations of Christians have been organized for years also, and there is now no famine for either church accommodation or church privileges. Society has here in fact a system of organization which is adapted to present wants, and quite capable of being enlarged to meet

changing circumstances such as more rapid settlement of the surrounding country is sure to bring about.

The business of Edmonton is steadily increasing with the settlement of the surrounding country, until there are now close upon one hundred business places of every description. A number of these are mercantile houses carrying quite large stocks and doing quite a jobbing business with the traders, who go over the country to the North and West. Now that the city is being lighted by electricity it has received one of the finishing touches of modern progress.

The country around Edmonton is surpassed by no other in this world for agricultural richness. The soil everywhere for many miles around is capable of producing any commodity suitable to a northern latitude, while the abundance of pure water and timber, and brush shelter proclaim it an unequalled district for stock-raising. A drive from the city out to the little village and convent of St. Albert, will make the visitor stare in wonder at the Edenic beauty and richness of what the outside world have in years looked upon as a barren and inhospitable hyperborean region. Truly the country around is a very paradise for the agriculturalist.

Nature is prolific around Edmonton in timber for building and fuel purposes, but the locality is in no way dependant for fuel upon a timber supply. The whole country around is underlain with a bed of high grade lignite coal, and at many places in the steep river banks quarries of this valuable fuel crop out. No great effort at organized mining has as yet been made, as the local market is not yet large enough to support such, and freights to the South are too heavy to allow of coal export. The local price is exceedingly low, and depends almost entirely upon the cost of digging it out of the river bank, and hauling it to the point of consumption. Mining to fill the local demand would not pay under such circumstances.

But Edmonton has long been known as a gold as well as a coal producing region. Many a thousand dollars worth of gold has been washed out of the sand in the bed of the Saskatchewan in this region, and old pioneers without capital have made from \$3 to \$10 a day at this work and accomplished it with the most primitive appliances. Even the agricultural settlers of modern days have done a little in this line, and not a few poor farmers in their first struggles to get comfortably settled on a prairie home have with the aid of their families and the most commonplace appliances, washed enough of the shining metal from the river sands to supply the ready cash necessary to carry them through until they could get returns for their agricultural efforts.

Altogether the Edmonton district is one where the poor pioneer can in very few years reach a position of independence, which he could never reach in an old eastern home. One point often advanced against the Edmonton country was its long distance from eastern markets, and the consequent heavy freight charges on the farmers products, especially on rough grain like oats and barley. To do away with this difficulty the C. P. R. managers have greatly reduced freight rates on such products going to the Pacific coast, and there the farmers of the North Saskatchewan country have found a market for much of their products, and realize prices for the same as good as can be secured in places hundreds of miles nearer to eastern markets. There is undoubtedly a great future before the Edmonton district.

THE COUNTRY OF COAL AND CATTLE, COWBOYS AND CHINOOKS.

SOUTHERN Alberta, the country which will be dealt with briefly in this article, is bounded on the south by the United States, on the west and southwest by the Rocky Mountains, on the north by, we may say, the main line of the Canadian Pacific Railway, and on the east by the territory of Assiniboia. Southern Alberta forms the extreme southwestern corner of the prairie region of Western Canada.

The country is level, open prairie in the eastern portion, but is much broken along the western side of the foothills of the Rocky Mountains which bound the district on the west. Beyond the foothills the mountains rise, forming a long, continuous chain extending in a southeasterly direction, their snow-capped peaks glistening in the sun. In clear weather the mountains are discernible from any part of the plain region of Southern Alberta, their snow covered summits giving them the appearance of glittering clouds on the western and southwestern horizon. Numerous streams of the clearest water issue from the everlasting snows of the mountain, winding their way often as dashing torrents through the mountain defiles, then meandering more peaceably through the foot-hills, and finally roll out into the plains region. The general course of all the rivers and streams is eastward. The principal stream is the South Saskatchewan which has two principal branches in the territory. The northern branch is known as the Bow, and the principal southern branch as the Belly River. There are innumerable smaller rivers and streams flowing into these. There are also branches of the great Missouri River in the southern extremity of the territory, which flow in a southeasterly direction, while the Saskatchewan and its branches generally tend in a northwesterly course. The large number of streams and rivers indicate a country well watered, at least in its western portions, though there are considerable districts east and south of the Belly River which are not so well supplied with water. The streams are clear with gravelly beds, and run through deep valleys.

The eastern portion is open prairie, and is almost completely bare of timber or even brush, except in the river bottoms or valleys, where there is usually a thick growth of small timber or shrubbery. The approaches to the mountains are wooded with fir, spruce, pine, &c. The forest becomes more dense as the mountains are approached, until it becomes general. Logs suitable for sawing can be cut in the mountains and along the borders thereof, and floated down the streams for sawing at desirable points. There is a saw mill at Macleod, on the Old Man river, and if necessary, saw mills could be located at other points. The rivers keep up a good flow all the year, but are highest during the warm weather, when the snow is melting fast in the mountains.

Though a large portion of Southern Alberta is bare of wood fuel, this difficulty is made up for by a plentiful supply of coal of good quality. Coal can be observed at many points cropping out along the steep banks of the streams. At Lethbridge coal has been mined for years. This town, which is one of the most important towns of the territories, may be said to be almost entirely dependent upon the coal mines for its growth and prosperity, and certain it is that the coal mining in-

dustry called the town into existence. The quality is a high grade of bituminous coal. We will deal with the coal industry a little more fully later on.

The railways of the district consist of the main line of the Canadian Pacific Railway on the north, and a branch of that road from Dunmore on the main line to Lethbridge a distance of 110 miles. This road from Dunmore to Lethbridge was formerly built by the "Galt" Coal Company, on the narrow gauge plan. Last year it was taken over by the Canadian Pacific Railway and widened to the standard gauge. There is a considerable traffic in coal over this branch to points over the main line of the Canadian Pacific Railway. There is also a railway, built on the narrow gauge plan, running from Lethbridge to Great Falls, in the state of Montana. This road was built to enable the shipment of coal to Montana points, and quite a large export trade is done in coal with the States to the south, as there is no coal found south of the boundary in that latitude which would compete in quality with the Alberta coal. There is also a railway running from Calgary to Macleod. This road runs north and south, through the centre of the famous range country.

Upon these railways depend the transportation facilities of the territory. Though portions of the river are navigable, they are not made use for transportation purposes. Steamers have been run on the Belly and Bow rivers between Medicine Hat and Lethbridge, in the coal carrying trade, but only to a sufficient extent to indicate that there is a possibility of navigating the rivers. With necessary improvements, there are some stretches of water which could be made navigable to fairly good advantages.

With the words Southern Alberta, the thoughts naturally turn to cow-boys and cattle. Southern Alberta is the principal ranching section of the territory, and the western portion, from Calgary to Macleod is taken up principally with stock ranching. Cattle and horses are principally raised. The animals graze out all the year round. It is in this district that the Chinook is best known. The word "Chinook," has, only during the last decade or so become familiar to Canadians, and that principally since stock ranching began as an industry in Southern Alberta. The word is applied to the warm winds which sweep across the country in the winter and lick up quickly what snow there may be on the ground. These chinook winds are the friends of the stockmen. When the snow falls in the winter to cover the prairie to such a depth as to interfere with the grazing of stock, it is then that the thoughts of the ranchers turn towards the chinook, as the thoughts of the farmer are centred upon rain when the crops are suffering from drought. When a chinook sets in, it makes short work of the snow, and sometimes loosens the rivers from the icy grasp of winter.

Stock-raising is the principal interest in the territory, and with coal mining it forms the two important interests of southern Alberta. There is very little effort made at general farming and in fact it is generally believed that the climate is too dry to cultivate the soil successfully. This, however, does not exclude Southern Alberta from becoming in time a famous agricultural district. The soil and climate is all right, except the lack of rainfall, and but for this disadvantage there would be no finer agricultural region in all Canada. The lack of moisture is of course owing to the proximity to the mountains. There is means, however, of overcoming this aridity of climate, and this

lies in irrigation. These same vast mountain ranges which rob the plains of moisture, store up in the winter vast masses of snow and ice, which by the aid of man can be sent flowing over the plains during the summer, bringing fruitfulness and plenty to the tiller of the soil. We have already stated that a large number of streams issue from the mountains and flow in a general course eastward through the district. These streams provide the moisture required for the plains, and by means of irrigation these streams will in time be turned out upon the land. A great interest in the question of irrigation has been developed of late. Irrigation conventions were held during the past year and the question was thoroughly discussed. The matter was pressed upon the attention of the Dominion Government with the result that a bill has been introduced into Parliament, providing for a general survey of the country, with the object of deciding the best plans for a comprehensive system of irrigation. Once a start is made we may expect to find a rapid extension of the work of irrigation throughout Southern Alberta, and when this is done the district will assume a position of importance as an agricultural country second to none. The COMMERCIAL was perhaps the first journal to call attention to the question of irrigation for our western sub-arid regions, and it is gratifying to note that interest in the matter has now reached Parliament and a commencement made in the direction of the practical prosecution of the work. Alberta as a whole is but thinly populated, and Southern Alberta is no exception to the balance of the territory. The towns are therefore few. There are only two towns in Southern Alberta and those are Macleod and Lethbridge. Lethbridge we have briefly referred to as a coal town. Macleod is an older place and was at one time perhaps the most important point in the territories.

Macleod is located on the banks of the Old Man River, about twenty-five miles west of Lethbridge, and 105 miles south of Calgary. The old town of Macleod is situated near the southern terminus of the Calgary and Macleod branch of the C. P. R. A new town has been started at the terminus of the railway, but the old town still holds its own. It is expected that the railway will eventually be extended from Lethbridge to Macleod and thence on westerly through the Crow's Nest Pass of the Rocky Mountains. This is looked upon as a certainty in the very near future. The C. P. R. has already made surveys for such a railway.

Macleod is one of the oldest trading posts of the territories, it was the headquarters for J. G. Baker & Co., the largest trading concern in the territories in the early days, with the single exception of the Hudson's Bay Co. The latter company also has a branch at Macleod. It is now the centre of the ranching industry of Southern Alberta, and has been so since the inception of ranching in the western country. Here the cowboy could be seen in his native glory, and when they came to town in force to celebrate they made things lively for a while. Of late the "wild and woolly west" nature of the town has been considerably toned down, and to-day the visitor would not notice any particular difference between Macleod and any other territorial town. Since the Galt mines were opened, the railway built and the town of Lethbridge called into existence, Macleod has lost some of its importance. Formerly it stood alone as the only town for a hundred miles or more around, but now Lethbridge has grown up and disputed the honor with Macleod of being the principal

town of Southern Alberta. The fact that the new rival had railway communication for years before Macleod, tended to the disadvantage of the latter place in its struggle to maintain commercial supremacy.

Macleod was known in its early days as Fort Macleod, from being a Mounted Police station. It has always been an important Police point, as there were strong tribes of Indians in the vicinity, and an interesting point on the trail to the boundary. The town has now a population of about 100, and about forty business institutions, including the Macleod Gazette, one of the most readable and enterprising papers published anywhere in the territories.

Lethbridge has a population placed at over 2,000. As it is an industrial town, its population is much larger than Macleod in proportion to its trading institutions. There are about sixty business institutions of one kind and another, including a chartered bank and the News newspaper, a very creditable publication. With the splendid quality of coal mined there, in abundant quantity, the future of Lethbridge is assured. As the population of the country increases, Lethbridge may be expected to become an important manufacturing town, and industrially it has perhaps about as good prospects as any town in the entire territories. With Lethbridge's special feature, coal mining, we will deal in a separate article.

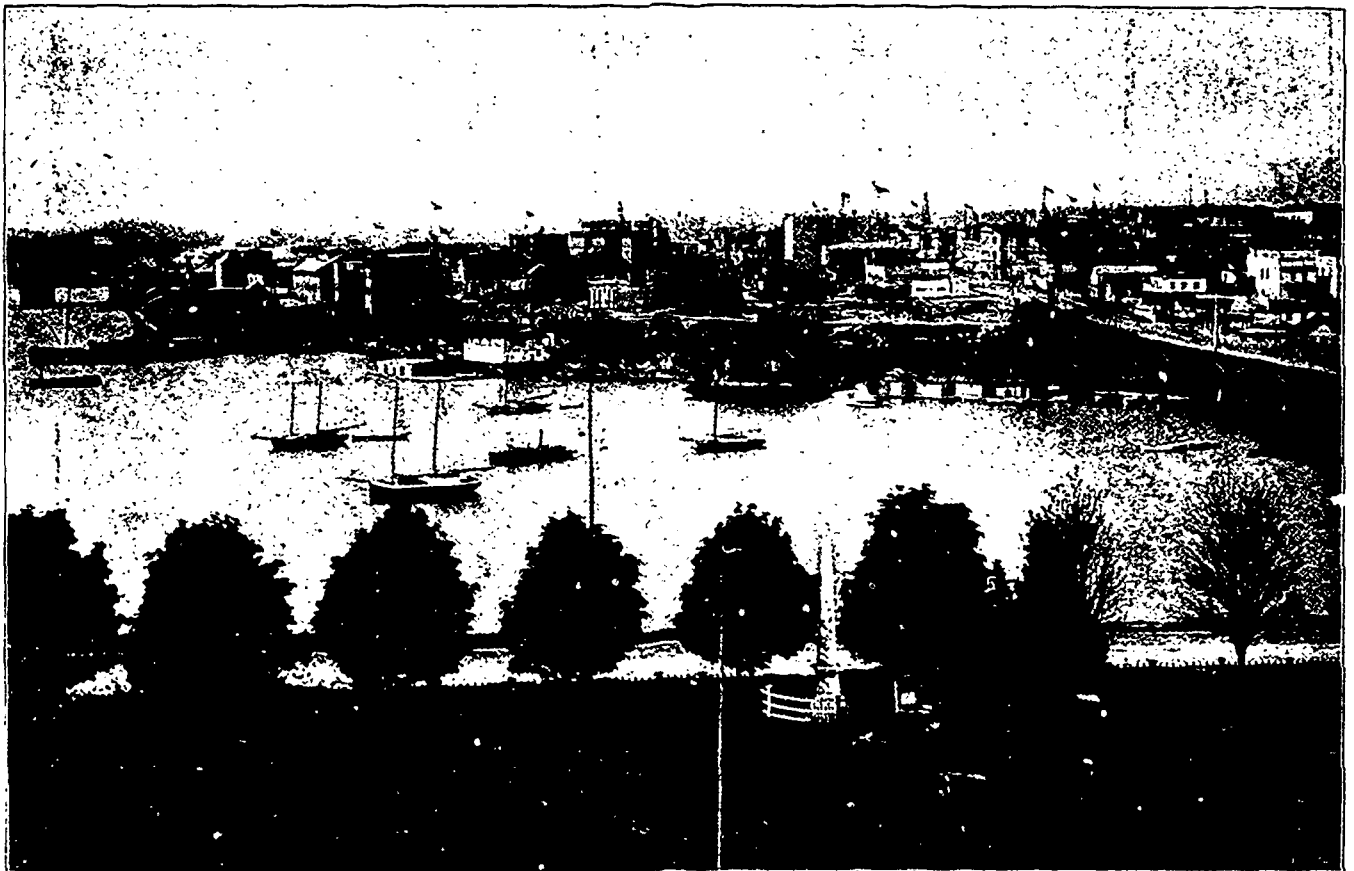
COAL MINING AT LETHBRIDGE.

VERY few of the thousands of people who use "Galt" coal have any idea of the magnitude of the operations of the Lethbridge colliery, which is now the largest one in Canada, being only exceeded in output by the Spring Hill colliery in Nova Scotia. To-day Galt coal is the principal coal used in the cities towns and villages of Manitoba and the Territories.

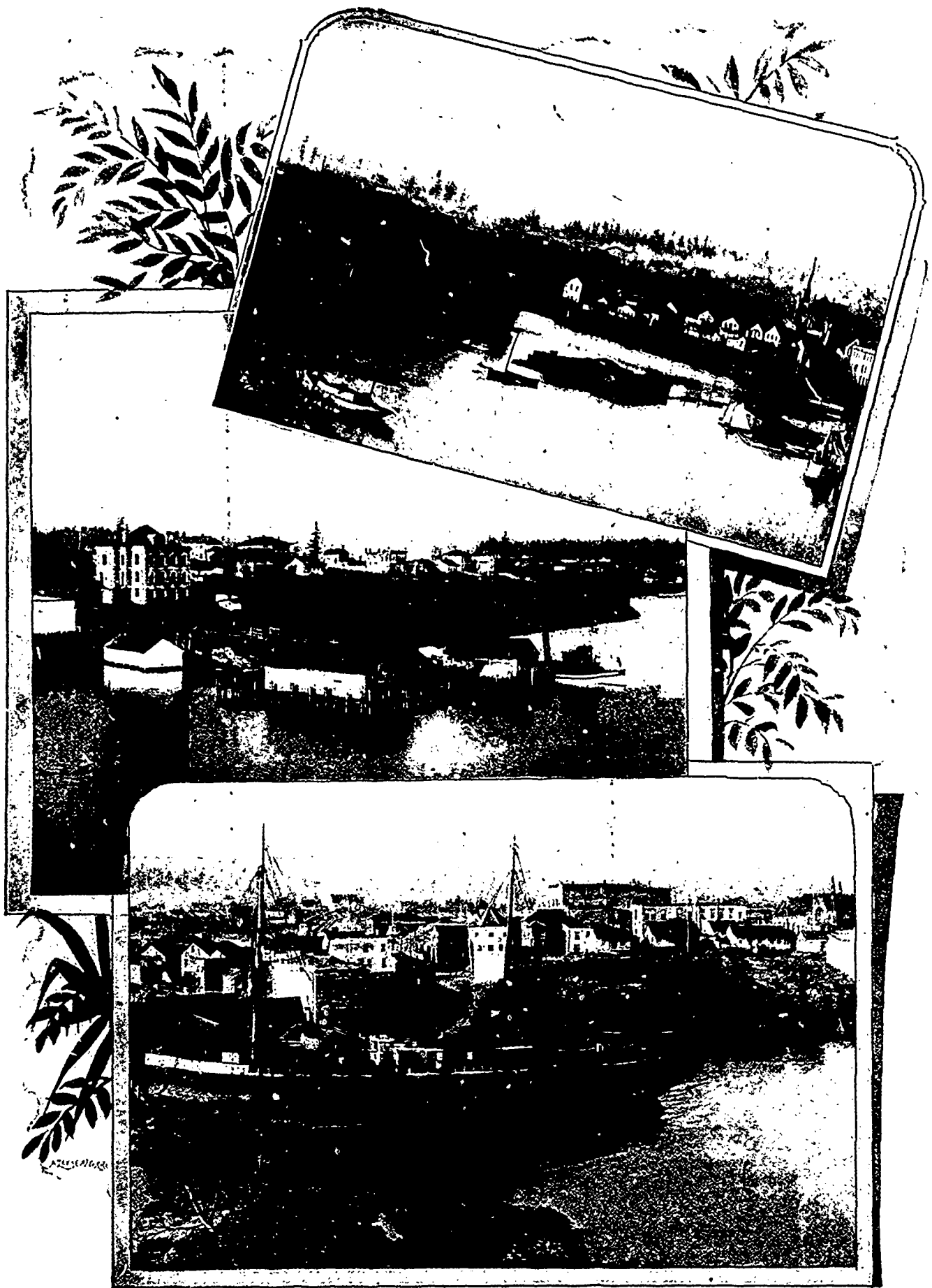
"Galt" coal is named after Sir A. T. Galt, as the Company owes its existence largely to him. The existence of coal on the Belly river was learned of by his son, Elliott T. Galt, some ten years ago, and in 1881, before the main line of the Canadian Pacific Railway had reached Brandon, steps were taken for its development. Early in that year application was made to the Dominion Government for the lease of five mining locations on the Bow and Belly Rivers, in different parts of Alberta. Explorations were made on those locations during that year and in 1882, with the result that the promoters became satisfied that the deposits on the Belly river were superior to those on the Bow. A company was formed, the chief promoters being W. Lethbridge, W. Ford, Q. C., W. Burdett Coutts, M. P., Peter Redpath, and Edward Crabb, of England, and Sir A. T. Galt, and W. M. Ramsay, of Montreal, to whose effect the present magnitude of the Company's operations is attributable. It was decided to commence mining on the Belly river, where Lethbridge is now situated, and to build a steamer and fleet of barges to convey 3,000 tons of coal from the mines to Medicine Hat, which the Canadian Pacific Railway Company had agreed to take from the Company at a good price in order to encourage the enterprise and ensure cheap fuel for the prairie country which its railway would open up for settlement. The difficulties to be overcome in the building of these boats were immense, as the



VICTORIA, FROM GOVERNMENT BUILDINGS, JAMES BAY



VICTORIA, FROM GOVERNMENT BUILDINGS, JAMES BAY.



NANAIMO—VIEWS FROM THE HARBOR—CONTINUOUS, 3, 1, 2.

STAMINAL, A FOOD AND TONIC,

.....COMBINING THE.....

VITAL PRINCIPLES OF BEEF AND WHEAT WITH HYPOPHOSPHITES.



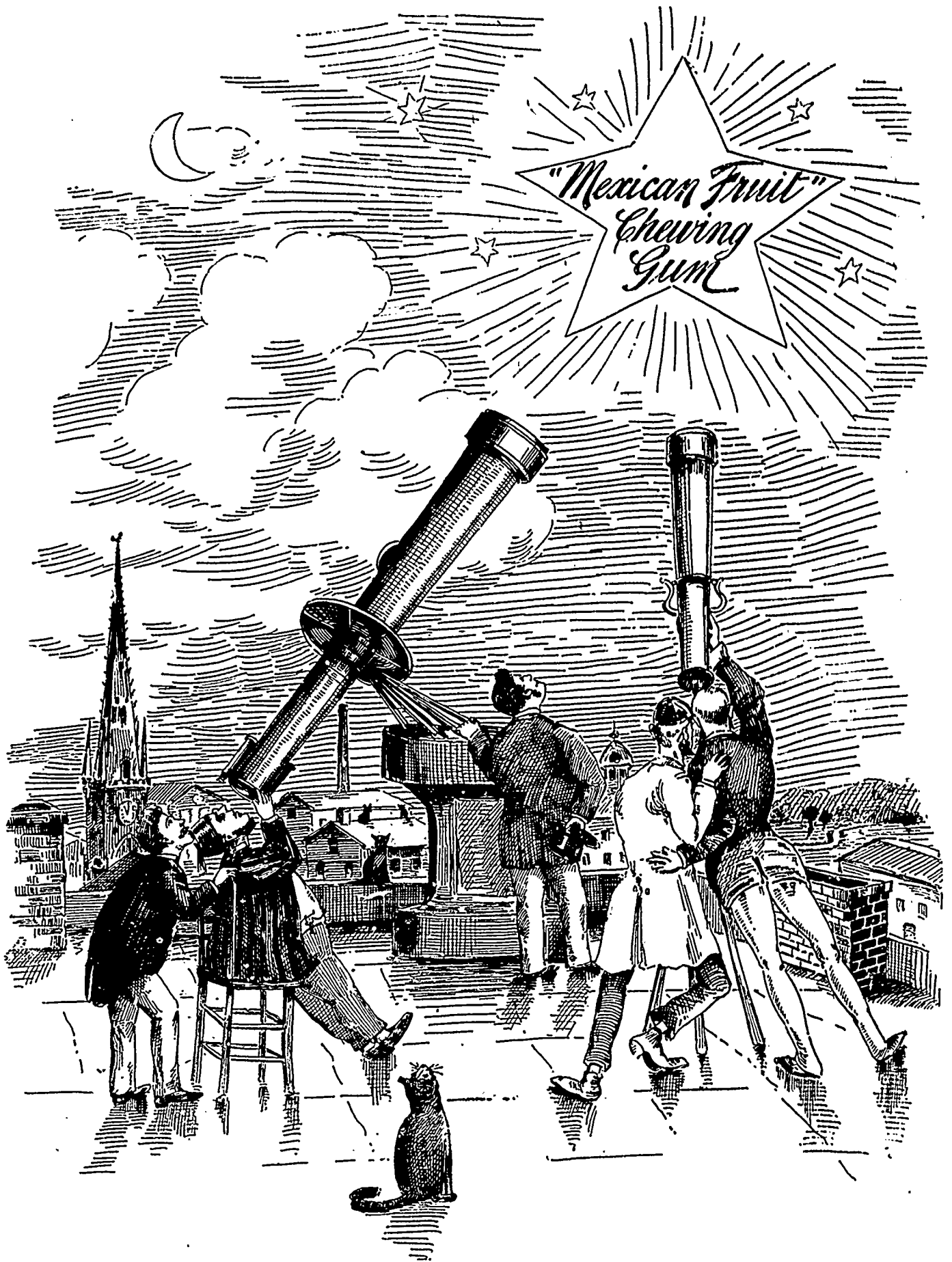
IN THE FORM
OF PALATABLE BEEF-TEA.

MAKES AN INVIGORATING
—AND—
STRENGTHENING BEVERAGE.

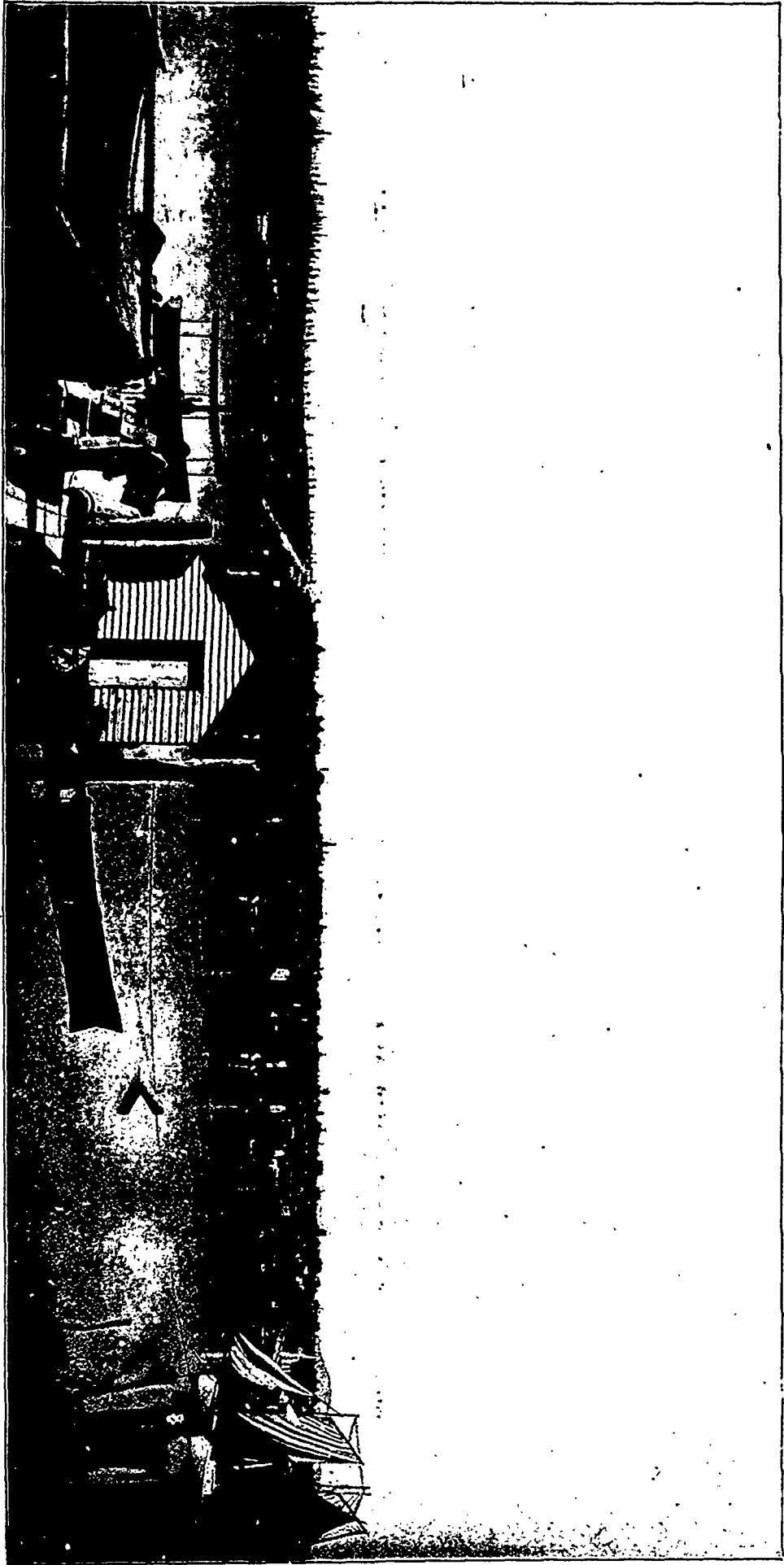
FOR STRENGTH AND VIGOR USE STAMINAL.

—PREPARED BY—

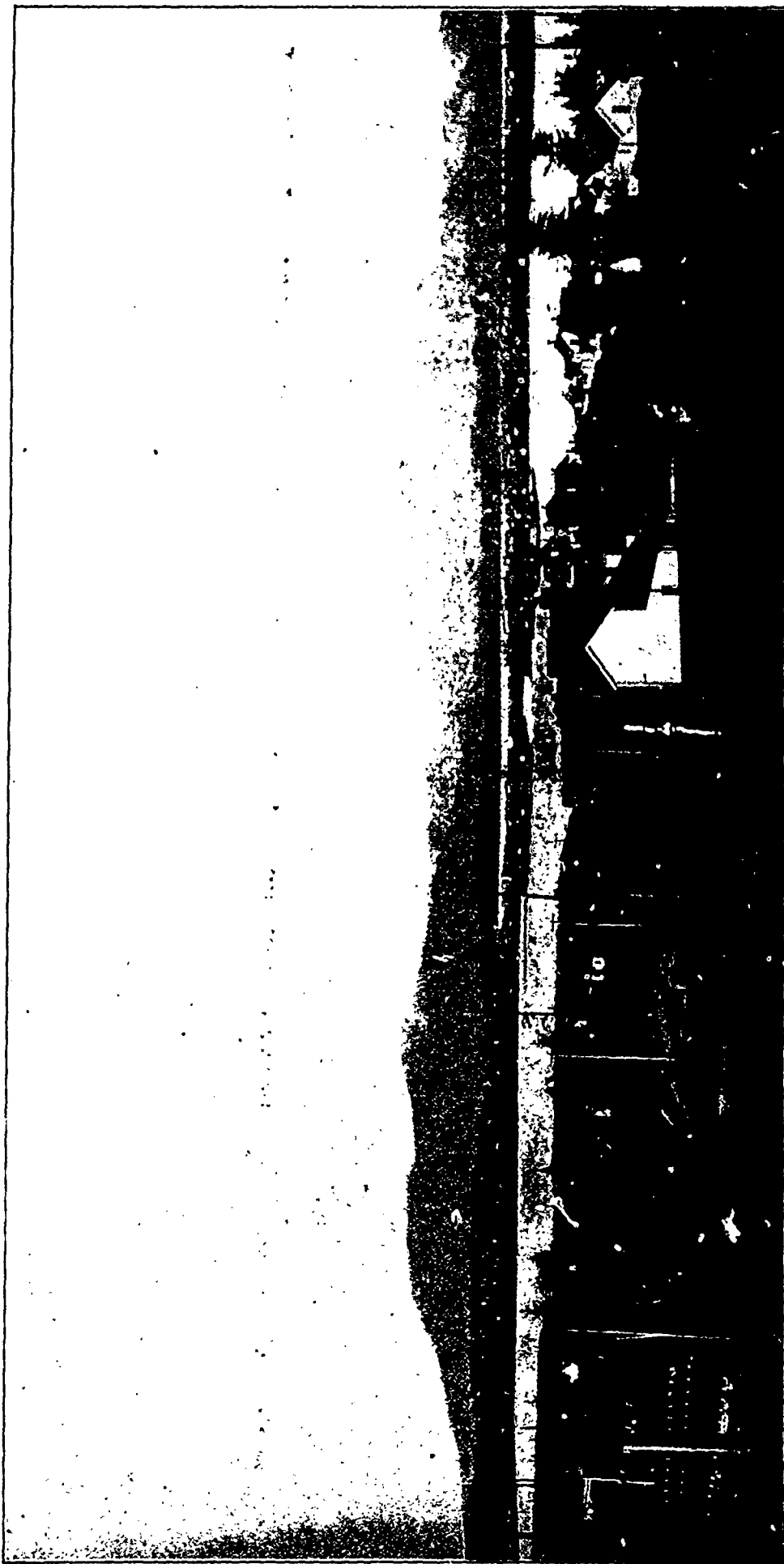
The Johnston Fluid Beef Company, Montreal.



"THE RISING STAR."



NEW WESTMINSTER—FROM ACROSS THE FRASER RIVER.



VANCOUVER - FROM BEYOND FALSE CREEK.

material, excepting the lumber for the hulls, had to be freighted in bull wagons from Swift Current (at that time the terminus of the Canadian Pacific Railway) to Lethbridge, a distance of 250 miles, and the lumber had to be brought from the company's sawmill in the Porcupine Hills a distance of 60 miles, to the shipyard at Lethbridge. Skilled ship-builders were brought from Yankton and Pittsburg via the Missouri river and Fort Benton, and on June 1st, 1883, the steamer *Baroness* was launched and floated down the river to Medicine Hat to receive her machinery, but owing to various disappointments and delays some 200 tons of coal only were taken down the river that season.

Finding that the season of navigation on the Belly river for the transportation of coal was going to prove very short, the company determined to increase its floating tonnage by building two new steamers and sixteen new barges, which was done during the fall and winter of 1883-4, and on the opening of navigation in the spring of 1884, the company had three steamers and twenty-five barges employed in carrying coal to Medicine Hat. The navigation of the river, however, proved very difficult, and the duration of its season, owing to low water, extended over a period of seven weeks only, thereby demonstrating that some other means of transport would require to be employed if it was expected to bring the coal into general use in Manitoba and the Northwest Territories. Short as the season was, the company succeeded, however, in delivering to the Canadian Pacific Railway 3,000 tons of coal before the fleet had been laid up owing to low water in the river, and this coal on being thoroughly tested in the locomotives of the Canadian Pacific Railway, proved to be of such value for steam purposes, that the Canadian Pacific Railway Company offered to give the coal company a contract for a large quantity of coal for a term of years, if it would build a railway to connect the mines with the Canadian Pacific Railway. Having obtained this contract, which it has held ever since, with increasing quantities each year, until now it supplies the coal for 2,000 miles of line, the company applied to the Dominion Parliament for a charter to build a narrow gauge line of railway, which was granted.

A contract for the construction of the company's line from the main line of the Canadian Pacific Railway at Dunmore to Lethbridge, 109 miles was let in April, 1885, but owing to the Metis rebellion on the Saskatchewan breaking out about the same time, work was not commenced until the end of May and during construction the work parties were afforded military protection. Fortunately, however, owing to the judicious action of the Government, the Indians in Alberta were kept quiet and the railway was finished on August 28, 1885. One noticeable feature in the construction of this railway was the laying of its 109 miles of track in 46 working days, and the whole work of construction from the turning of the first sod to the completion of the line was done in 90 days. During the rebellion the Government made use of the company's fleet of steamers and barges for the conveyance of troops to different points on both branches of the Saskatchewan River.

THE COLLIERY.

Coal was first dug in this district about 1879 on the west bank of the Belly River, opposite the present Lethbridge colliery, and at Whoop Up, on the St. Mary's River, a few miles further south, and was sent to Fort Benton, Montana, by bull teams, and also to Fort Mac-

leod for the use of the N. W. M. Police. In 1880 officers of the Dominion Geological Survey confirmed the value of the deposits, and in 1881 Mr. William Stafford was employed to explore on behalf of the promoters of the present company. The mines at Lethbridge were started under Mr. Stafford's superintendence. As the result of Mr. Stafford's explorations in 1881 and 1882, he reported to the company that the coal on Belly river was superior to that on the Bow and Saskatchewan, and in October, 1882, work was commenced at Lethbridge by running in two drifts from the level of the river flat east of the river, and the shipments of coal was commenced in 1883, the first barge reached Medicine Hat on June 15th, the same day on which the Canadian Pacific Railway track was laid across the river there. In 1883 and 1884 the output was all taken by river to Medicine Hat and on August 30, 1885, the first train load of coal was taken by rail from Lethbridge to Dunmore.

The company has purchased from the Government 10,000 acres of coal lands and has a further reserve of 10,000 acres yet to be selected. The coal seam commences at Lethbridge and has been traced down the Belly river eighteen miles, the seam increasing in thickness, caused by foreign admixtures consisting of fire clay and stone being found therein. The coal belongs to the lower cretaceous formation, the oldest existent in Canada, except in Nova Scotia. The vein in the drifts and shafts now being worked is of a uniform thickness of about five feet, a most important feature being the slight dip, which is only about five feet in the mile or less than one per cent and is the steepest in Canada. In Nova Scotia the veins pitch at an angle of from 18 to 45 degrees. The coal is free burning bituminous, excellent as a steam producer and for domestic purposes. Dr. Selwyn, director of the Geological Survey, says distinctly that it is not a lignite or a brown coal, but a pure bituminous one, and he looked on it as in every respect the best yet found in the Northwest. A series of analyses show its composition to be carbon 54, ash 6.50, moisture 6.75, volatile matter 32.75. Practical proof of the quality of the coal is furnished by the fact that it is used almost entirely in the locomotives on the Western and Pacific divisions of the Canadian Pacific Railway. A most important feature is the easiness with which it is mined, both by drifts and shafts. The drifts start in at the exposure at the river bank, the shafts are easily sunk, passing through some 220 feet of sands, gravels and boulder clay, the other 80 feet consisting of shale. The shafts are timbered throughout, as there is no hard rock.

As previously stated work was commenced at the colliery in October, 1882, by running in two drifts on the level of the river flat on the east side of the river. The system of drift working has since then been continued, there being now nine openings from the river flat. Car tracks lead to the foot of the inclined railway, up which the cars are drawn by a wire cable for 2,500 feet, rising 300 feet in that distance, to the bank head. In 1888, so as to provide for an increased output, a shaft known as No. 1 shaft, was sunk about half a mile east of the river to a depth of 300 feet, at which the coal seam was reached. The output from this shaft being now 600 tons a day. Shaft No. 2 is three-quarters of a mile north of shaft No. 1. It was sunk in 1891 about 300 feet to the coal seam, and entries have been driven into the seam for about 100 feet on each side of the bottom of the shaft. The boilers and engines are in position, the bank head, tripplers, screens, &c., have been

erected, and branch tracks laid in from the main line, and coal is now being taken out. Shaft No. 3 is half a mile north of shaft No. 2, and one mile north of Lethbridge station. It has been sunk to the coal seam. Another shaft, No. 4, is sunk a mile and a half north of the station. These shafts are eight feet wide by fifteen and a half feet.

The system of mining from the river bank by drifting is to drive two passages or galleries, called entries, 20 feet apart. One is an inlet for ventilation and also a passage by which the miners enter and through which horses haul out the cars of coal, the other is an outlet for ventilation. At the end of the outlet passage nearest the bank, an air shaft is sunk, at the bottom of which a large fire is kept going for the purpose of heating or rarifying the air. The faster the hot air rushes up the shaft, the more cold air enters by the inlet for ventilation. At right angles to the two main entries, at a distance of every eleven yards, a chamber is started off, narrow at first until it gets a short distance from the entry, then widening out to 18 feet. The miners dig the coal in these chambers, fill it into cars and push the cars on temporary tracks to the main entry, whence they are taken out by horses to the bottom of the inclined railway already referred to. The main entries are seven feet wide and six feet high, and as the coal seam is only five feet thick it is necessary to take out a certain amount of rock in addition, and in many cases to support the roof with timbers. In the chambers from which the miners dig the coal the roof is supported across the roads by transverse beams, one end being dug into the coal and the other resting on an upright wooden prop. In the other part of the chambers upright posts are placed, with a short piece of wood, called a top cap, across them to support the roof. This system of mining is known as the pillar and room or chamber-working. A pillar of coal is left between each chamber running its entire length, from which the coal is extracted backwards to within fifteen feet of the entry, after the room has been driven the required length. By this means solid pillars of coal of about 15 feet in length by various width are left along one side of the main entry and separated by the entrances to chambers either worked out or in process of extraction, while the opposite side of the entry, with the exception of cross drifts for air or roadways, is one continuous pillar of coal, separating the two entries. As the entries are driven forward these cross drifts are closed up and new ones cut near the "faces" so as to ventilate the more advanced portions of the workings. Should it be found necessary at any time to abandon any particular set of entries, the pillars then standing may be extracted backward from the face. The cars of coal hauled to the top of the inclined railway are taken to the bank head, where they are tipped over the screens, the various classes of lump, nut and screenings being sorted out by the screens and landed in three separate cars standing on parallel tracks under the screens. The inclined railway has a double track, and at each track a rake of seven cars holding about a ton of coal each is taken up, a rake of empties being sent down on the parallel track at the same time. A trip is made in three minutes. At the bank head at the top of the incline a colliery car of coal is emptied over the screens every three quarters of a minute during the working hours. There is also a small inclined track with a 15 horse power engine and cable for hauling coal out of the lowest drift entrance and then reversing lets them down over a trestle, landing them at the foot of the

large incline. The mining from the shafts is on practically the same plan as the drifts, except that instead of starting from the river bank, the entries are started from the bottom of the shaft, and as the colliery cars come to the bottom of the shaft they are pushed one at a time on to a cage like an elevator platform, and are carried to the top of the shaft, 300 feet, in 20 seconds.

During its first year of working the company produced 22,000 tons of coal. At present the daily output is 800 tons and its output for this year will exceed 200,000 tons, for all of which there is a ready sale. The seam contains about 9,000 tons of coal under each acre. Of this about 4,000 tons can be extracted, the rest being represented by supports for the main galleries, waste, &c. About 250 acres have so far been worked out.

OBSERVATIONS ON PRAIRIELAND.

BEFORE leaving the prairie country and starting through the mountains it might be well to take note of some of the impressions made upon a stranger passing through this great and thinly-settled plain country.

If the stranger has had an Old Country or Eastern experience in agriculture he will see much that seems wasteful and extravagant in the management of agriculture on the prairie. For instance, he will look at the huge hills of stable and stall manure lying unused around many farm steadings, and wonder why it is not spread over the land to enrich it. He will be incredulous at times when told that the land requires no manure, and in some of the heavy black soiled districts this is a fact for a number of years after cropping has commenced. The excuse, however, is at times made a cover for indolence and carelessness, as many of the lighter soiled district farmers are beginning to find the value of using up their manure as a natural fertilizer. Another thing which will appear nothing short of the most unpardonable waste is the burning of thousands of tons of straw every fall after threshing is over. During the first years of cultivation this was an absolute necessity to keep a farm clear, but every year more of our farmers are finding out the value of straw, if only for its share in making manure. Of course the loss of the straw for bedding of animals and such uses has not been felt in the past, as the lands from which wild hay can be cut are practically limitless in many districts. Another point to draw attention is the manner in which live stock is allowed to roam about at will, apparently unattended to, and yet seeming to prosper in their uncared-for freedom. Many other points will stand out as parts of a strange system, or rather want of system, to the agriculturalist from an old land, and yet a year or two of farming in the prairie country would convince the Old Country farmer that all the sights he sees and thinks strange are not blunders, but are the natural results of surrounding circumstances, and that a radical change to the usages of the old land he came from would be as impossible as it would be foolish and unprofitable. Many a settler from an old land, who had studied agriculture thoroughly there, has turned out a failure on the prairie, because he would insist upon making this new country adaptable to the usages he brought with him, instead of trying to adapt himself to the radical change in circumstances which surround him. In fact scarcely any of the so-called scientific farmers from

an old land are successful on the prairie until they have cleared their minds and judgment of many of the deep-set prejudices they brought with them to their new home, and unlearned much they learned in early life, which however useful in their native land often proves only an encumbrance in a new country. This is a mistake to be carefully guarded against by settlers following agricultural pursuits, and no matter how well a man may be posted about farming in an old land, he will be wise if he commences to recover from nature in her primeval state to keep steadily in view that he is once more only a learner.

But observers from other view points than the agricultural will find much to wonder at in the prairie country. The straight-laced business man would go crazy over many of the loose-jointed arrangements of business here, and still he would be astonished at how smoothly the crude system or want of system works. Yet a critic of that class would discover more real weak spots than one in any other line. The business communities of the Canadian Northwest are growing older, and the pioneer ideas of business are beginning to prove defective and not up to the situation. Besides there are scores of merchants in business all over the prairie country who never received any mercantile training in early life, and it would be folly to expect business run upon business principles from all of such men. Many such make good business men, but many work under great difficulties for want of proper business knowledge and the result is often failure. There can be no doubt, but in connection with mercantile affairs, particularly in our smaller towns, there is a larger range for reform than in any other field, and this fact is beginning to be generally recognised all over the country. Of course reform does not mean the complete substitution of the system of older countries for the usages now in vogue here. Still it is a fact that the man who received an early business training has here as well as in other countries a great advantage over others who never received such a training.

But the greatest shock likely to be received by the Old Country arrival in this new country would be in connection with our social arrangements. Society is not graded into several classes here as yet, and the absence of social barriers between people in different spheres of life, would be a severe shock to many punctillious people. Here the man of wealth and education feels that he has no claims of superiority over the poor and illiterate man, and the latter feels and acts on his claim to equality. It is a notable fact, however, that with what might be called in older countries the lower strata of society, there is in this country a nice power of distinguishing between independence and insolence. The most independent amongst them feel that it is a duty to be respectful, and a crowd of smoking loungers at a loitering place or even in a tavern door, would every man of them remove his pipe from his mouth and cease to puff smoke for a few seconds, while a lady was passing close beside them.

The relations between employer and employe also differ widely from older lands. There is more familiarity and a sense of mutual interests to be guarded, and at the same time there is an absence of the undue familiarity, which is said to breed contempt. The independence of a laborer, with pick or shovel in hand here would astonish the new arrival, and yet the courteous and considerate manner in which that independence is displayed would be equal cause for astonishment.

Another phase is the view from the moral standpoint, and no Northwesterner is ashamed of the view his country presents on this point. In the older places crime of a serious character is almost unknown, while on the frontier line you could not find one specimen of the reckless desperado not uncommon on the frontier further south. The community as a whole are a sober lot, and drunkenness has not the hold upon the masses, which it has in so many older countries. True the bar room has its patrons, but it has but a few even in Winnipeg, who linger round it day in and day out, sapping life away in dissipation. Even the bar room is not purely a swill den in the Northwest, and many strengthening and health producing beverages are served up there instead of alcoholic drinks. It is quite common to hear in the winter an oyster cocktail called for, and served in the shape of three oysters in a wide mouthed glass, peppered, salted and vinegared all ready to swallow. A beef tea hot is also a favorite beverage in the winter, and the manufacturers of Johnston's Fluid Beef and "Staminal" ship into the prairie country annually thousands of cases of their goods, a large proportion of which is dished up in warm strength producing beverages over the bar, in the place of alcoholic drinks. Up to three years ago there existed in the Northwest Territories a liquor prohibitory law, which during the days of construction of the C.P.R. across the country, was a very useful and valuable safeguard. After this work was completed the law was looked upon by many as a piece of unnecessary tyranny, and a system of evading and defying the law commenced, and with its spread went the spread of drunkenness. The repeal of that law was a thing dreaded by many, but strange to say, that since its repeal drunkenness in the Territories has been steadily decreasing, and is now down to where it could never be seen or noted by the visitor.

As an agricultural country the people of the Northwest have reason to be proud of their country, as there is no better in the world. Of the business situation no one need be either afraid or ashamed. If success is not so general as it ought to be during the present and general depression, matters will bear comparison with those of any other country, and once depression gives way recovery must be rapid as the country is burdened with no load of wrecked speculation. Of the moral and religious state of the Northwest there is great cause for congratulation. This is the only portion of North America in which the organization of schools and churches kept pace with the westward sweeping wave of settlement, and this fact is doubtless closely connected with the other fact, namely that we have an utter absence of that state of reckless crime on our frontier, which was the curse of many a beautiful frontier land to the south of the International boundary.

This issue of THE COMMERCIAL will circulate as a souvenir of the

WINNIPEG INDUSTRIAL EXHIBITION.

Here an effort is being made annually to concentrate the progressive forces of the country; and by meeting and comparison so stimulate healthy progress. It is a source of pleasure to know that this year the Exhibition will much more than ever before bring together evidences of the progress of the great prairie land, and prove a great stimulus to the development of our invaluable and limitless resources. It cannot be that the \$15,000 offered in prizes at this exhibition is the source of attraction. The fact is that people all over the

Northwest are beginning to see the great value of this annual gathering and exhibit.

To the visitor from other lands we would say, that the best time in the year to visit the Northwest is about the time of the Exhibition being open, which is always at the end of July. At this gathering the visitor can see collected together the evidences of the great possibilities of the prairie land, and take from it a guidance to himself during his travels through the country.

In issuing the panoramic number as a souvenir of the Winnipeg Industrial Exhibition of 1894, it is only justice to say that the thanks of everyone interested in the Northwest is due to the Board of the Exhibition Association for the untiring and intelligent work done during the past few years, and to offer congratulations upon the success of the Exhibition in 1894.

IN THE MOUNTAINS.

ONCE clear from Calgary the traveller leaves the prairie land, and as he glides up the gradual ascent of the C. P. R. the white capped peaks of the Rockies draw nearer and nearer. The little town of Morley is reached and still the line of travel lies through green grassy hills. Herds of horses, cattle and sheep are to be seen on all sides, while the hills get more abrupt in their rising. An hour or so after leaving Morley the train rushes seemingly against a high and almost perpendicular wall of rock, then turns around gliding through a natural gateway with colossal rocky pillars on each side, between which the Bow river issues from the mountains. Up this valley for half an hour of travel and the prairie, the low hilly grazing lands and all signs of fertility are gone, the traveller is in the rugged mountain country, and he sees around only rocks and boulders, with a perspective on all sides of tall mountains with snowy peaks and snow streaked shoulders.

There is scenery enough of a rugged mountain character in what might be called the Canadian Rockies, meaning from the prairie edge on the east to the Frazer Valley on the west, to make a dozen Switzerlands, and through the different ranges, the Rockies, the Selkirks, the Gold range and the Cascades, the ever changing beauty of the rugged scenery leaves no time for wearying. This first mountain valley is as beautiful as any on the route, and as the Gap station is passed, and the view of the "Three Sisters" becomes more clearly outlined the scene is enchanting and the few miles onward to the mining town of Canmore brings the traveller to the point, where can be had the finest view of these triplet mountains, which can be seen among the illustrations in this issue. But we must forget scenery for a time, while we interest ourselves a little in the mines of Canmore and the adjacent town of Anthracite.

CANMORE.

This little town nestling in the valley and surrounded by high mountains on all sides is destined soon to become one of the most important mining points in Canada. Here a bituminous coal is being mined which has no superior, and perhaps no equal on the continent of North America. For a number of years attempts at mining and marketing this valuable coal were made,

mostly by unpractical parties, and results for a time were not satisfactory. About three years ago the mines here and at Anthracite some ten miles further west on the C. P. R. line came into the hands of a company under the management of Mr. H. W. McNeil a man of long mining experience, and possessed of enterprise and power of conception such as are bestowed upon few men. Under his management coal mining became a live and profitable industry in these places. A market was soon opened as far east as Winnipeg, and later on westward to the Pacific coast as far south as San Francisco, and still later through the state of Montana eastward into North Dakota. With these markets opened the capacity of output at both places had to be doubled nearly two years ago, and for the present season, this enlarged capacity had to be doubled again, until last season the output reached in the neighborhood of 60,000 tons, which will be greatly increased this year. Yet with all the increased capacity Mr. McNeill will not be in a position to invade any new markets this year, as his present fields will tax the capacity of both mines to their utmost.

It is a fact worthy of note, that the coal from Canmore is the only fuel mined on this continent, which has stood the necessary tests, and is used by the British war-ships on the Pacific coast. Mixed with the Anthracite coal from Anthracite it is the fuel now used on the C. P. R. through all its mountain division and away east on the prairie division, and it is only a question of time until the coal from these two points will crowd every ton of imported coal out of the whole prairie country as far east as the valley of the Red river.

The quality of coal mined at Canmore is a very high grade bituminous which burns almost smokeless. It possesses 87 per cent. of a basis of carbon, and contains less moisture than any coal of its class yet mined in Canada.

This town and Anthracite are inseparably connected in an industrial sense, although the class of coal mined at the two towns is entirely different. Anthracite coal is what it is named, and in quality equals the finest produced in Pennsylvania. It possesses 93 per cent. of a basis of carbon, and is almost entirely free from moisture, and almost as destitute of sulphur. Each season as the seam is penetrated deeper the coal improves in quality, and becomes harder and freer from dross and dust. Two years ago there was a heavy loss in crushing it to produce the different sizes of pea, nut, stove and egg coal, but this season it stands the crushing much better, and leaves a small residue of dust and dross.

The magnitude which the coal industry has assumed at these two points may be guessed at, when it is known, that over 500 miners are employed at the mines of both, and still the supply of coal available at both points has as yet scarcely been touched. Only a little nibbling, so to speak, on the edges of the great seams has as yet been done.

Before leaving Canmore it is necessary to refer to the group of pillar-like natural monuments close to the station, called by some the Hoodoos. At a distance these columns look like structures built by men, but a closer view shows that they are natural monuments, which have stood the beat of many a storm. Their appearance can be better comprehended by a look at the illustration in this number, than by anything that can be written about them. From Canmore to Anthracite the valley gradually narrows, and at the latter place, is only some three miles or so in width, and here the visitor

has entered the Canadian National Park. The few miles onward to Banff is more confined scenery, but at the latter place the valley of the Bow again widens out, and the view becomes enlarged, and drawing up at this station the traveller alights at the main entrance, so to speak, of the beautiful National Park.

THE CANADIAN NATIONAL PARK AND THE ROCKY AND SELKIRK MOUNTAINS.

SHORTLY after the Rocky Mountain range is entered, going west on the Canadian Pacific Railway, the train will stop at a station called Banff. This station is already one of the best known on the line west of Winnipeg, its particular prominence being that it is the destination of passengers for the Canadian National Park. A large section of country, extending for miles about Banff, has been reserved by the Dominion Government for a national park, and certainly the selection is a good one, for the attractions which nature has here provided are many and magnificent. The Government has selected this spot, as the most suitable place in all this wide Dominion, covering half a continent, for a national park. The above is sufficient to guarantee that the place must have many wonderful attractions. Certainly no traveller for pleasure should pass without spending at least a few days in this beautiful and interesting spot. The park is under the control of a commissioner appointed by the Government. Carriage roads have been opened up, so that long drives can be taken among the mountains, and the glorious scenery of the park viewed in this way. Bridle paths have been built to reach points more difficult of access, on horse back. First class hotel accommodation can be had at Banff. The Canadian Pacific Railway have a magnificent hotel, overlooking the beautiful scenery of the Bow river and there are other hotels to meet the requirements of all. Good accommodation is provided at very moderate rates.

Banff first became famous as a health resort, owing to the discovery here of hot mineral springs, shortly after the railway was built. Many wonderful cures are related of these springs, and undoubtedly many people would receive much benefit from a course at the springs, who could not be helped by the ordinary courses of medical treatment. Every facility is afforded for bathing in the healing and invigorating waters. The water is conveyed in pipes to the hotel bath-rooms, while those who prefer it can go direct to the springs for their baths.

While the park holds this great attraction in its medical springs, which alone are sufficient to make the place famous as a health resort, it has other features to commend it to those in search of a healthful place of temporary residence. The climate is dry and exceedingly healthful, and affords just such a change of air as most people require, especially those living in moister climates. The summer is cool and invigorating and even during a great portion of the winter the climate is pleasant, and certainly exceedingly healthful.

The visitor can here enjoy delightful drives, over roads cut through dense forests of evergreen trees, with wonderful scenery on every hand. Snow capped mountains, dashing cascades, beautiful lakes, water-

falls, and the beautiful Bow river valley, winding among the lofty mountains, all go to make up a land of enchantment for the lover of natural scenery. Boating can be indulged in on the river or lakes, which also afford splendid fishing. Trout of large size abound. Those who like shooting and have the endurance to climb mountains in search of game, can here find sport to their liking. Wild sheep (the big horn) and goats are the principal inhabitants of the mountains. The deer family is represented by the stately elk, the caribou and small deer. There are also bear, lynx, wolf, beaver, etc., and in feathered game ground and water fowl. While wolf and bear may be found by the sportsman who searches for this class of game, those who incline to roam about the park unarmed, need have no fear of an attack from any wild beast. They have to be searched for in the more inaccessible sections to be found. At any rate, we have never heard of a bear attacking man, and the wolf is too cowardly to attempt such a thing. All the other animals are harmless.

Those who have the endurance to attempt mountain climbing, could spend an entire season in the Canadian National Park and find a new hill to climb every day, and they would go away disappointed in not being able to get to the top of some of the snow covered summits. In fact there are many ways of indulging in healthful recreation, sport and pleasure in and around the Canadian National Park, even a short season spent there would help to build up and strengthen the over-worked and weary man of business.

Some of the special features of the park are the great cave—a natural amphitheatre in the rock—in which is a pool of water from a hot spring. This is a favorite spot for bathing. A tunnel has been opened to admit of an entrance to the wonderful hollow in the rock, and bathing facilities provided. Not far from the cave is the "pool" a natural reservoir of warm mineral water, which is also a favorite place for bathing. Then there are the upper hot springs, at a higher elevation, from which the water is taken in pipes for the hotel bath-room. Lake Minnewaukan is another spot which is visited by most parties who go to the park. The carriage drive to the lake affords a delightful panoramic view of ever changing scenery. There is good bathing in the lake, and hotel accommodation at hand. The Spray Falls near the Canadian Pacific Railway hotel is another point of interest. In fact, however, where nature has done such wonders in the line of scenery, it is difficult to particularize, as all is wonderful.

The Canadian Pacific Railway continues on from Banff through the park, through the maze of mountains with wonderful views on every hand. The summit of the pass which the railway follows is crossed at an elevation of one mile above the sea, and the descent begins on the western slope. Right at the summit of the pass the mountain peaks rise on every side, but the higher elevation of the pass is shown by the lowering of the snow line on the mountains. From the summit the waters divide and run eastward, eventually to Hudson's Bay, and westward to the Pacific Ocean.

Descending the western slope the scenery continues grand, and ten miles down Mount Stephen is reached, 8,000 feet high, with its great glacier of green ice. Here the Canadian Pacific Railway has erected a beautiful cottage hotel, which is a brief stopping-place for many visitors.

THE COMMERCIAL—PANORAMIC SUPPLEMENT.

Two hours by rail from the summit the Columbia River is reached, and the Rockies have been passed. The great rugged mass of rock, snow and ice known as the Selkirk range of mountains now comes in view, with a wide stretch of evergreen forest in the foreground leading up to the barren peaks. The railway follows the Columbia valley between the Rockies and Selkirk ranges to Donald, where the river is passed, and shortly after the ascent of the Selkirks is begun, following the Keover River valley. Donald is the end of a division on the railway, and was quite a lively place during the building of the road, but it has now lost much of its ancient glory.

Enter the Beaver Valley and commence the ascent of the Selkirks, for twenty miles we climb along the mountain sides, through dense forests until, near the summit, we find ourselves in the midst of a wonderful group of peaks of fantastic shapes and many colors. At the summit of the pass, four thousand five hundred feet above tide-water, is a natural resting place,—a broad level area surrounded by mountain monarchs, all of them in the deadly embrace of glaciers.

Descending westerly from the summit we reach in a few minutes the Glacier House, a delightful hotel situated almost in the face of the Great Glacier and at the foot of the grandest of all the peaks of the Selkirks—Sir Donald,—an acute pyramid of naked rock shooting up nearly eight thousand feet above us. In the dark valley far below we see the Illicilliwaet, river, glistening through the tree-tops, and everywhere the mountains rise in majesty. To reach the deep valley below, the engineers wound the railway in a series of great curves or leaps all about the mountain slopes, and as we move on, a marvellous scene is presented. After passing for hours through gorges, and wonderful scenes the Columbia river valley (which has made a detour around the Selkirk range since it was first crossed at Donald) is again reached. The Selkirks are left behind though still in view and the Gold range of mountains arises as another barrier in front. Here the railway again crosses the Columbia river and the town of Revelstoke is reached.

REVELSTOKE.

This town on the banks of the famous Columbia is decidedly an important point, and but for the quarrelling of speculators over the location of the place would have been a fine business town and a pleasant place to reside. Speculation has dragged the town out to nearly three miles in length, and places of business are located one here and another yonder over this stretch. There is plenty of business done in the place by the score or so of stores located there, as parties of every kind starting out either up or down the river do more or less trading here. Had the town been compactly located it would have made a good business appearance, and no doubt have been improved by those located therein. At present it looks like so many fragments of different towns scattered at distances apart, and any town-like appearance that might be there is effectually spoiled.

Still Revelstoke is quite a trading point, and can boast of at least one comfortable hotel, much superior to the average mountain tavern. It has its school and churches also, and in a social way is fairly organized, while its business people are a hopeful and enterprising crowd. The headquarters of the Columbia and Kootenay Steam Navigation Co. is located here, this being the highest point on the river navigated by that company's boats.

One noteworthy fact about Revelstoke and the valley it lies in is the abundance of moisture there. Scarcely a week passes during the summer without liberal rains, while in the Okanagan and other valleys further west the rainfall is very light and periods of drought are not unfrequent.

WEST KOOTENAY.

TO learn anything of the mineral wealth of the great West Kootenay country the traveller has to leave for a time the main line of the C.P.R. at Revelstoke and start on a special journey down the valley of the Columbia. This he can do by taking the boat right at Revelstoke and enjoying the beautiful sail down the narrows of the Columbia into Upper Arrow Lake, or he can go down the C.P.R. branch line to the head of Arrow Lake and there, at the beginning of deep water navigation, take to the steamboat. By the latter course he will miss a proper view of the scenery going down the Columbia, but he will also be sure to miss the possible annoyance of being stuck on a bar in the river for a few hours, thus verifying the old saying of "No loss without some gain." Once on the Upper Arrow Lake, and on board of one of the comfortable and well-equipped boats of the Columbia and Kootenay Steam Navigation Co., the traveller can have some genuine enjoyment. The Arrow and Kootenay Lakes are all mere reservoirs pent up between ranges of high mountains, and with depth of water sufficient to float an iron-clad navy. There is in North America no more enchanting sail than down the Upper Arrow Lake to its southern outlet and through the narrows into the Lower Arrow Lake, and down that lake to the landing-place of Robson. The scenery of these lakes, softer to a great extent than what has been passed through in the Rockies, is of the most beautiful character, and is ever changing and at the same time ever beautiful. The lakes vary in width from three-quarters of a mile to three miles, and with the varying height and outline of the mountains on either side the sail is a panoramic treat.

From Robson further down the lake and thence down the rapid Columbia to Little Dalles a fine steamboat runs regularly, and by this route the traveller can go on to Spokane Falls and join the Northern Pacific. A wiser plan however is to take the C.P.R. branch line train at Robson for Nelson. The journey by rail of 28 miles up the valley of the Kootenay River with its rapids, cascades and cataracts is one of the most enchanting pieces of travel in the world. Here, too, the sportsman has struck an El Dorado, for in this river the trout are in millions and the fishing has no equal in the known world. Then as the Kootenay Lake opens out a stop is made at the busy town of Nelson, and the traveller is in the heart of the silver deposits of West Kootenay.

NELSON.

The town of Nelson itself has a population of over 1,500, and it has all the appearance of a busy mining town. A good hotel and several large and commodious stores go to show that the people are expectant about the growth of the town. Here the traveller can start out in any direction for a mining prospecting tour. Over the shoulder of the hill behind the town lies the famous "Silver King," the mine which two years ago sold for one million dollars. Around the district scores of mining claims are staked out, and only some more

ment of a healthier feeling in the silver market is wanted to make the work of development go on apace.

Some of the seams of galena ore located in this Kootenay valley are truly wonderful, and are little short of quarries at high altitudes, waiting for capital and mining skill to produce from them. Further up the lake Pilot Bay is reached, and here a smelter has been constructed and a town has grown up around it. Further up the town of Ainsworth is reached, and here again the country is underlaid with seam after seam of rich galena, some seams being within half an hour's walk of the town.

Further up the lake still and the town of Kaslo is reached, and here is the best gateway to the Slocan country over the mountains, supposed to be the richest silver-producing region in the world.

It is not a time at present when much can be said about a silver-mining region. The present unsettled state of silver makes it impossible to base any calculations upon silver-mining. But this state of affairs cannot last long, an improvement must come, and when it does come the West Kootenay country will be one of the richest and busiest of all the mining regions of North America.

Leaving Revelstoke again, this time for the west on the C.P.R. main line, the crossing of the Columbia River is first made over a bridge nearly half a mile long, and shortly after the track rushes through a narrow rock-walled gorge into Eagle Pass, and follows a shelf-like pass along the base of the mountains. The valley is narrow for at least one hour's travel, and on the right of the track, as if pressed up against the steep mountain sides, on the opposite side of the valley, lies the chain of narrow, mirror-like lakes Summit, Victor, Three Valley and Griffin, the rocks and tall pines of the overhanging mountains reflected distinctly in their clear smooth waters. The village of Craigellachie is reached, where the last spike of the C.P.R. connecting the Atlantic and Pacific shores was driven on the 7th of November, 1895. A short distance further and the track leads by the side of the great chain of Shuswap lakes, the highest water level known to be reached by the salmon of the Pacific rivers in their upward run. A short run within sight of this chain of lakes, and a stop is made at Sicamous Junction. Here a rest must be made and time taken to have a flying look over the fertile Okanagan Valley.

THE OKANAGAN COUNTRY OF B. C.

THERE are a number of valleys in the southern interior of British Columbia adapted to agriculture and stock-raising known generally as the Okanagan country.

Okanagan is made up of Shuswap, Salmon Arm, Grand Prairie, Spallumcheen, Priest, Coldstream or White, Mission, Salmon River and adjacent valleys, and such tributary sections as Kettle River, Rock Creek, Similkameen, Keremeos, and part of the Nicola Valley. The general physical characteristics of this country are those of an undulating, elevated table land, varying in altitude from one thousand to three thousand feet, embracing rich open valleys, surrounded by grassy benches, intersected by rivers and low mountain ranges, dotted with picturesque lakes and woodland, and enjoying a dry, healthful and invigorating climate—a country of rich and varied resources, and yielding as wide a range of products as are to be found within equal limits

in any known part of the world. As will be seen hereafter the fruits of the soil comprise all those indigenous to the north temperate zone in its widest extent: while in other respects the elements of wealth are, timber, grazing land and minerals.

The development of Okanagan was in the past retarded by lack of railway facilities and a consequent market, little or no incentive to production being offered. Now the Shuswap and Okanagan railway enters it from Sicamous on the Canadian Pacific Railway. Notwithstanding that for some years back settlement existed in this portion of the interior, little until recently was generally known about it. Enquiry was stimulated by the proposal to tap it by means of a railway. Since then, through official reports, and the knowledge acquired in various other ways, its character, as before briefly described, has been fully established, and now it is the point in British Columbia to which the greatest attention is directed. The successful inauguration of roller flour mills on a large scale and the magnificent grain and fruit crops grown by the settlers, demonstrated that as a purely agricultural region Okanagan has no equal. The purely agricultural portions capable of all kinds of crop—cereals, roots and fruits—have been placed, in area, at between 300,000 and 500,000 acres, both numbers being official: while the pastoral lands are put down at several millions of acres. Mr. Farwell's estimate of lands not requiring irrigation, and suitable for wheat, is 305,760 acres. The above refers to agricultural land and does not include bench or pasture land, all of which is more or less tillable with, and in many instances without, irrigation, even in places to the tops of the mountains.

The whole country has a park-like appearance, with belts of timber sufficient for all the economic needs of the district, numerous beautiful lakes and streams being interspersed. Thus, a peculiarly inviting landscape is presented. The surface, level in places, rolling here, terraced there, dotted at intervals with trees and shrubbery, is invariably clothed with rich, nutritious grasses. The mountains are lightly timbered.

The principal crop has been wheat, for which a limited sale was afforded at the Columbia Flouring Co.'s mills. About 90,000 bushels of wheat per season are here converted into flour. In view, however, of railway communication being opened up, there has been large acreage recently brought into cultivation, and for several years back numerous orchards have been planted out. Already there are a number of young orchards in bearing, the fruit of which is of the very finest quality and cannot be excelled anywhere in Canada.

Of all the advantages which this land of valleys possesses, the predominant one is climate. To that element is due many of the possibilities of British Columbia, but to no part of it does the remark apply with greater force than to the Okanagan. All the Pacific Slope, to the summit of the Rocky Mountains, is tempered by the Japan current and the sea breezes by the intervening mountains are stripped of their excessive moisture. The general altitude is about one thousand feet above the sea level, varying in the outlying districts from 1,000 to 2,500, as at Grand Prairie and the Kettle River plateau, respectively, all well within the agricultural limit, as defined by Dr. Dawson. This altitude, with the modifying influences of the ocean, imparts almost absolute salubrity to the climate, which, now that it is becoming known to medical men, is being more and more recommended as a health resort, and especially to

debilitated, malarial and consumptive patients. The climate is dry, and warm weather, with occasional showers, prevails throughout the year. Sometimes the thermometer goes as high as 90° in the shade, but rarely, but the evenings, without exceptions, are cool and pleasant, with protracted twilight and cloudless nights. There is absolute immunity from summer frosts. In winter, there is a light snowfall and uniformity of temperature, the glass seldom showing below zero. Extremes of heat and cold are not felt to any great degree, and altogether the meteorological conditions are as perfect as they very well can be. The snowfall is never heavy and cattle graze the year round on the hills.

Coming within the dry belt of the Pacific slope the question of irrigation is pertinent, and upon this point has arisen a great deal of misconception. In no place in the district north of Vernon, or in the Coldstream or tributary valleys, is irrigation required, and wherever irrigation is required on the bench lands, the most ample facilities are at hand in mountain streams and lakes. Okanagan may properly be termed the wheat field of British Columbia, and of all the fine crops reaped yielding all the way from 35 to 65 bushels to the acre, not an acre is irrigated, and the most astonishing yields are obtained in oats and barley, roots, vegetables, hay and fruits.

Near the head of Okanagan Lake is situated the townsite of Vernon, holding, it would seem, the commercial key to the whole of Okanagan, and tributary sections, because all lines of communications to and out of them must pass through it. Some seven or eight wagon roads lead out of Vernon in various directions. To reach Vernon from the line of the Canadian Pacific Railway the route will be from Sicamous by rail to Vernon at the head of Okanagan Lake, following mainly the line of the old wagon road.

Tomatoes and cucumbers are grown and ripen fully in the open air, and melons of enormous size, weighing 30 and 40 pounds, are commonly produced, and tons have been sold, although in the past they have gone in a great part to waste for want of a market. This is nature's testimony to the wonderful productiveness of the soil, assisted by the climate. The success of grape culture so far must rather be inferred than otherwise from the favorable conditions previously described. Peaches do well wherever tried, and a tourist writes about them being so plentiful in one or two orchards as to be fed to the hogs. In addition to the fruits already mentioned, pears, plums, cherries, apples and all small fruits are apparently indigenous, and meet with the very best results, equal to those in any part of the province, which is particularly well adapted for their cultivation. The Okanagan valleys are remarkable for the fine apples grown.

In regard to the land available for agricultural purposes, it may be repeated that thorough surveys would disclose considerable extent of land not yet taken up and a good deal not legally occupied, but apart from that altogether there are large tracts of land available at from \$5 to \$50 an acre, according to location and improvements. Heretofore, there has been little disposition to buy or sell. Most of the land was obtained at government prices by the present owners in large tracts, who, have held it until the entrance of a railway would make it valuable, but who, in view of the increase of the wild land tax, are disposed to sell large portions of their holdings at reasonable prices. This seems to be a general disposition. Many of the oldest and most

valuable ranches are now being divided up for sale. Considering the many advantages which this country possesses, already fully pointed out, these lands are relatively much cheaper than farms in any other part of the continent.

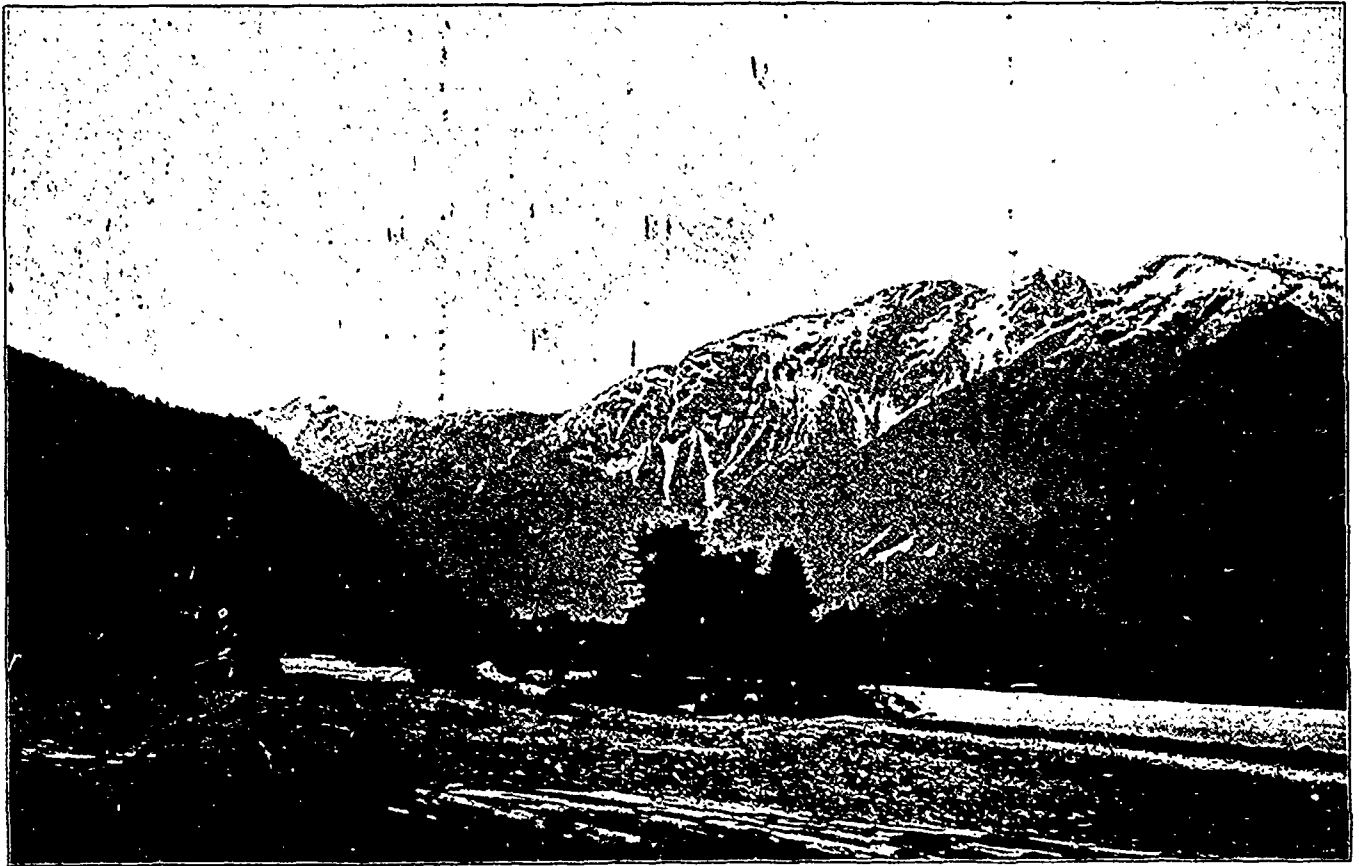
Diversification of industry is one of the chief mainstays of a nation and a really prosperous community is one that has many sources of wealth, or in other words, one that does not depend upon one or two things for success. While the Okanagan country has grain, fruit, timber, fish, pasturage, healthful and exhilarating climate, sport, picturesqueness and other advantages, it has also mineral wealth, apparently illimitable—coal, gold, silver, platinum, mica, galena, and iron. At Cherry Creek, Rock Creek, Siwash Creek, Okanagan Lake, Kettle River, Keremeos, Scotch Creek, Granite Creek and elsewhere the mineral indications are most pronounced and hundreds of claims have been recorded.

According to Dr. G. M. Dawson, Canada's greatest geologist and mineralogist, extensive coal beds exist extending throughout the southern portion of British Columbia. On Mr. Connell's ranch, Nichollson's ranch and at other points on Rock Creek, coal of excellent quality has recently been discovered, and an American company has recently taken it in hand. A correspondent on mining in the *Inland Sentinel* writes:—"A vein of coal has been opened up near the mouth of Rock Creek. The seam is some five or six feet in depth, and the quality of the coal excellent, giving 64% of carbon."

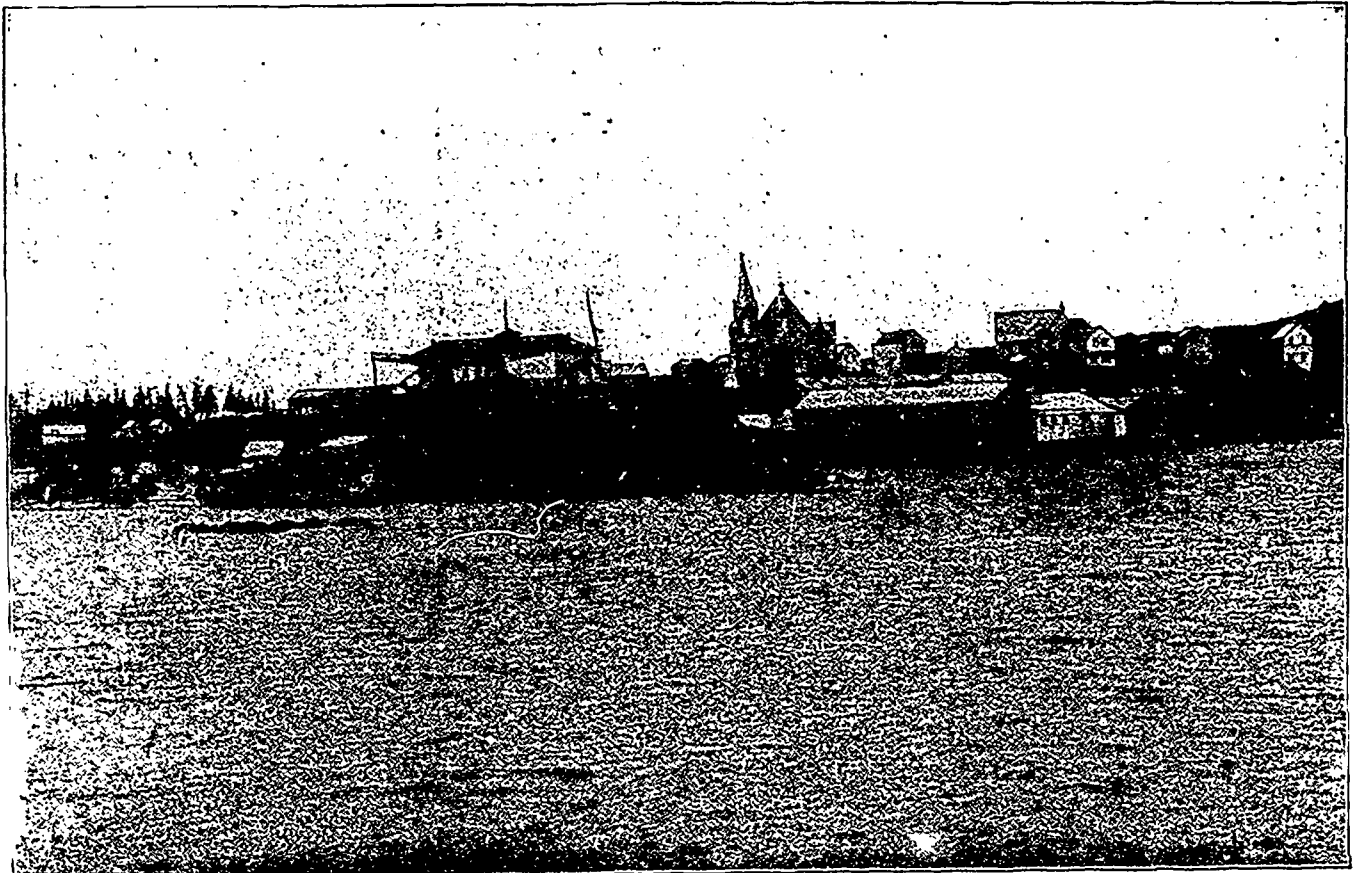
About \$150,000 worth of dairy products was imported in British Columbia last year, and that fact immediately suggests an industry for which Okanagan is peculiarly adapted—dairying. There is no end of rich pasturage, and the clean, healthful atmosphere, pure mountain water and the cultivation of grasses and roots without limit are just the conditions required for the manufacture of condensed milk, creamery butter and cheese of the very first quality. It has not been gone into as yet for the same reason that has kept the country back in other respects, but it could be made profitable beyond peradventure. There is room, too, for a considerable export trade. China and Japan are supplied largely from Europe.

As already intimated, while the Okanagan is not heavily timbered, it has everywhere sufficient timber for all economic purposes and to spare, out of which can be developed an extensive lumbering trade. There are several sawmills at work and others are in contemplation. The timber woods have been categorized according to value as follows:—white pine, fir, yellow pine, tamarac, spruce, cedar, poplar, birch, cottonwood, vine maple and willow. There are some valuable timber limits located and the local demand for some years will be sufficient to meet the supply of lumber, and a good market will always exist in the North West.

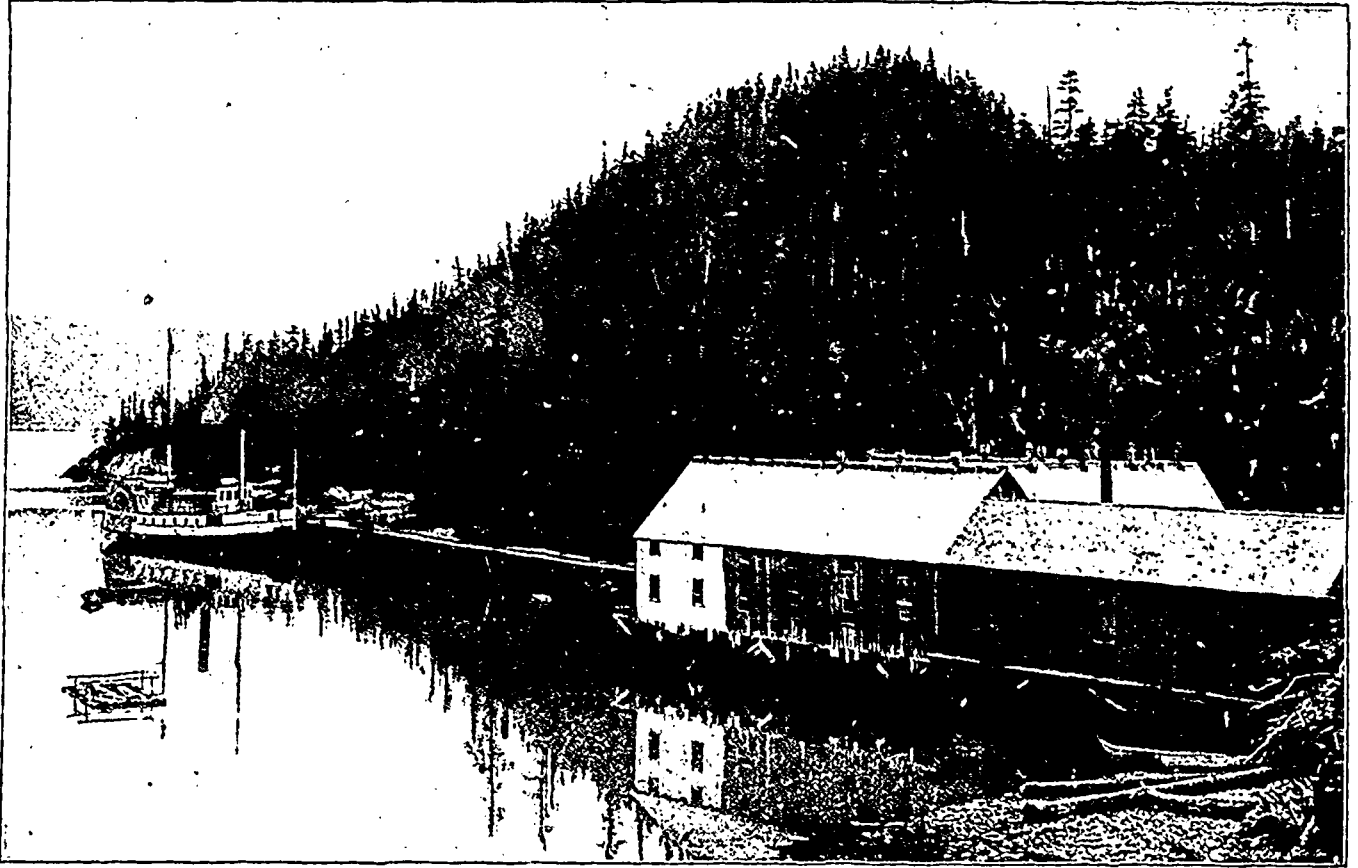
From Sicamous Junction to the Pacific coast the road lies for quite a long way close to the Shuswap Lakes with their winds and curves. The scenery is enchanting, although lacking in the rugged grandeur of the Rockies behind. The blend of rugged green mountains and streaks of silvery lake remind one somewhat of the Highlands of Scotland in the most rugged parts, only the view is as a rule vaster and more comprehensive. For three hours the margin of these lakes is traversed. Where valleys are opened to the view they are wider than in the mountains behind, and from the quantities of timber growing in them, it is evident



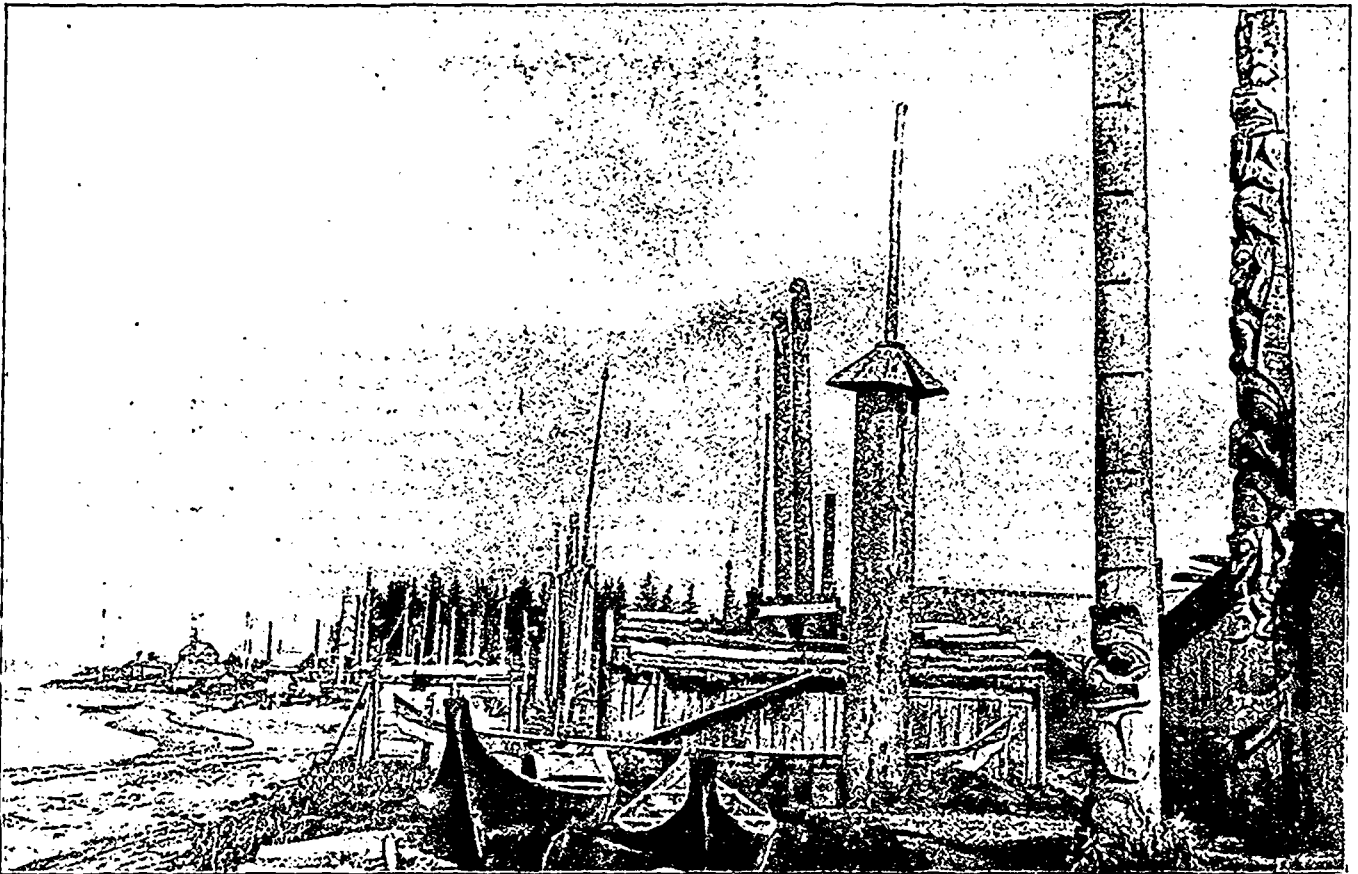
MOUNTAIN VIEW, BELLA COOLA.



NETLAKAHTLA, ISINPSHEAN PENINSULA.



SALMON CANNERY, NORTHERN COAST.



INDIAN VILLAGE, MASSETT, Q.C.I.

that large stretches of rich agricultural lands are to be had here. Gradually the ranching country opens to view, and every here and there can be seen buildings denoting settlement to some extent.

ON TOWARDS THE COAST.

AT length the train pulls up at Kamloops. Here is a town which was in existence long before the C. P. R. was constructed through the mountains, and here since away back in the seventies a Hudson's Bay Company post has been located. Round it a little town had gathered a dozen years ago, which grew rapidly after the advent of the steam horse. The town is the central trading point for the ranching country, while it is also the point from which supplies are drawn for the mining region further up the Thompson river. The trade of the town comes from a distance of at least 150 miles into the interior both north and south. Kamloops is also a divisional point of the C. P. R. and that has the effect of locating quite a railway population in the place. It rivals if it does not exceed Revelstoke in a commercial sense, and it is much more compact and town-like in appearance. The population of the place runs up close to 2,000, about 200 of which is the result of its importance as a railway divisional point.

After leaving Kamloops the scenery again grows wilder and more rocky and barren, as the Thompson Canyon is entered. Down the valley of this stream the track leads along shelf-like ledges on the mountain side, with here and there a tunnel to be passed through and frequently a narrow-bridge to cross, which spans some deep and narrow gorge. Nearly one hundred miles of such travel is made before Lytton is reached, where the Fraser joins the Thompson and the valley widens out considerably, but loses none of its frowning grandeur. At most places the track is only a narrow ledge along the mountain side, while away below the boiling Fraser rushes over rocks and boulders, leaping over cascades and tearing through narrow rocky gorges in its mad rush to the sea. Six miles beyond Lytton the Fraser is crossed by a steel bridge hanging high above the boiling waters below, and after that the track leads along the north or right hand bank, but the road bed there is still along ledges in the steep mountain sides, unless where the valley widens, and allows of travel along some more level land down nearer the river. Across the stream the old Cariboo wagon road can be seen winding itself along the steep sides of the mountains. On rocks by the stream can be seen the little shacks of the Indians who are engaged in spearing and netting salmon, and around their little camping points can be seen the fish cleaned, salted and hung up to dry. Such are the scenes down the valley until at North Bend where the valley widens quite a little the train stops to allow of a meal at a comfortable hotel. Here the traveller who wishes to investigate more into the grand beauty of the Fraser Canyon, can stop off for a few days or the prospector for precious mineral can halt and make his preparations for a journey inland on a prospecting trip.

There are great differences of taste in scenery as in other matters, and even in rugged mountain scenery, there is a great scope for differences of opinion. Some travellers prefer to all others the abrupt rising snow-

capped peaks of the Rockies and Selkirks, others prefer the softer beauty of the Arrow and Kootenay Lakes, or the more expansive views along the shores of the Shuswap Lakes. Very many travellers however, prefer the Fraser Valley, and particularly that stretch of about twenty-five miles from North Bend down to Yale. If a foaming river dashing over rocks and boulders, leaping over cascades, and hemmed in by almost perpendicular walls of rock has any attraction for the traveller, then he has it here in this twenty-five miles of travel. Then if he lifts his eyes from the rushing, thundering river below, and looks upwards it is only to behold tall ghost-like peaks, with the snow on their tops blending with cloud and mist, so as to almost puzzle the eye to determine where mountain ceases and where cloud begins.

But this is a region famous not for its scenery alone. Away up these rocky gorges the daring gold hunters made their way in the fifties and sixties, and millions of dollars worth of the precious metal were picked out of the bed of the great river and its tributaries by these daring adventurers, many of whom lost their lives in their perilous travels, and were swept away in the roaring torrent of the river below. Across the valley from the railway track can be seen the old Cariboo trail, following its snake-like course along the side of the opposite mountain range, at points descending to within fifty feet of the water's edge, and at others following a tortuous course upwards to an altitude of one thousand to twelve hundred feet above the stream. From the railway car it looks like a path fitted only for goats to travel over. Yet the wagon of the explorer and freighter made many a trip along this mountain trail in bygone years, and the road is still used for such travel, although not to anything-like the extent to which it was twenty to twenty-five years ago.

Placer mining in this Fraser Valley has fallen to a pretty low ebb in the present day, and every year it is becoming more evident, that quartz milling must in the future be the system of mining in the Cariboo Country. Comparatively few systematic attempts have been made as yet at this style of mining, but the whitened waters of the boiling river prove, that the work of extracting the gold by some method is still being carried on.

About ten miles above Yale, in one of the deepest gorges of the river valley, the old Cariboo road crosses the stream on a suspension bridge, and runs alongside the railway down to Yale. The slender looking bridge over the grim chasm has a kind of fascination about it, and the eye of the traveller is fixed upon it, until a quick turn of the track hides it from view. Further on the train dashes through a tunnel, and almost immediately after reaching the daylight again begins to slow up, and in a few minutes stops at Yale.

In the pioneer days of thirty-five years ago Yale was a lively spot. Up the river as far as this point light craft steamboats made their way, and kept up a kind of irregular traffic with the points on the coast. Until the construction of the Cariboo road above, which was done in the early sixties, mining prospectors and adventurers on reaching Yale went further up the river in their search for gold, with their lives in their hands so to speak, and many a thrilling tale can be told of the attempts, some successful and others unsuccessful, to make a passage through the terrible canyon immediately above this point. Below Yale, on the river bed, washing out gold is still carried on, but the work is pretty well given up by white men, and the pig-tailed native of the Celestial Empire has almost a monopoly of the

THE COMMERCIAL—PANORAMIC SUPPLEMENT.

industry. The town of Yale itself is a quiet place of a little over 1,000 population, a mixture of white men, Indians and Chinese. The little plots of rich soil around the place, are now cultivated, and quite a quantity of apples and other fruit is produced here. Down the valley some fifteen miles further Hope is reached, the station for a small mining town of the same name across the river, which may yet become a great mining centre, as the deposits of silver ore in mountains close at hand are rich beyond measure, and are only awaiting capital and mining skill to develop them.

From Hope onward the valley of the Fraser gradually widens, until the point where the Harrison River is crossed some twenty-five miles below, and here the valley is broad and expansive with wide stretches of well cultivated land on all sides. The wild canyon is left behind, and the country on both sides of the river shows signs of great fertility. Forty odd miles of travel like this and New Westminster Junction is reached. Here the track divides like the two prongs of a pitch fork, the one leading to New Westminster, and the other passing Port Moody and terminating at Vancouver. From Port Moody to Vancouver the track runs by the side of Burrard Inlet, a narrow arm of the sea deep enough to be navigated by vessels of heavy tonnage.

VANCOUVER.

At this city the traveller requires some days of a rest, and while enjoying it, he can also make an inspection of this wonderful city, which only eight years ago (then in its early infancy,) was wiped out of existence by fire, but which has since been rebuilt with a solidity, such as is seldom seen in a city with a rapid growth, such as Vancouver has had. Vancouver is yet a very young city. A few years ago the only sign of civilization in the neighborhood was a saw-mill on the banks of Burrard Inlet, attracted here by the grand timber which covered the shores and surrounding country of this magnificent land-locked harbor. Years before there was any thought of a transcontinental railway terminating at this point, two saw-mills had been established on Burrard Inlet. The one on the south side of the Inlet, and commonly known as the Hastings mill, is now well within the city limits of Vancouver. The other mill is across the Inlet opposite Vancouver and is known as the Moodyville mill. These saw-mills are operated at the present day, and together with a number of new mills established during recent years in and around Vancouver, form what is one of the principal industries of the place—the manufacture of lumber; many ships are annually loaded on Burrard Inlet with lumber for foreign lands, the exports going to Australia, South America, Asia and Europe.

The city of Vancouver owes its existence to the great transcontinental railway. It is known as the terminal city, being the Pacific coast terminus and headquarters for the Pacific division of the great road. It was at first understood that the C. P. R. would make their terminal point at Port Moody, near the head of the Inlet and a lively real estate business was done in lots and other properties at this spot. The company, however, decided to make their terminus at a point known as Coal Harbor, just within the first narrows of the Inlet. Here a city was laid out and given the name of Vancouver. Building began with a rush on all sides, but just as the place began to assume the appearance of a town, it was wiped out by fire, on June 13th 1886, caused by the fires kept burning to clear the land to

make room for streets and buildings. This calamity however, hardly made a check upon the growth of the city. Building was at once resumed and in an incredibly short time Vancouver became a city in reality as well as on paper. The young city now contains many splendid buildings, including a fine hotel, an opera house, wholesale warehouses, and business and manufacturing establishments. The Dominion census of 1891, five years after the fire, gave Vancouver a population of 13,000. The population of the city is now placed unofficially at about 20,000, which is a good showing in changing from a dense forest to a city in eight years.

Burrard Inlet is a deep, land-locked Inlet of the sea, about fourteen miles long and varying from one-half to four miles wide. It is truly a magnificent harbor, affording unlimited room for dockage, and with deep water close around its shores. The city is located well above the Inlet, on a ridge of land or peninsula formed by Burrard Inlet on the north and English Bay and False Creek on the south and west. English Bay forms a good roadway for ships, and False Creek Inlet can be used for smaller craft, so that the harbor facilities are not confined to Burrard Inlet alone.

Lumbering remains the chief industry of Vancouver, the saw-mills at Burrard Inlet have a capacity of 700,000 feet daily. Large iron works have been established, and another important industry is a sugar refinery. There are also cement works, car shops, jute works, co-operative industries, soap factories, tannery, breweries, etc.

The commercial trade of Vancouver has grown up with the city, and includes a considerable jobbing trade with the interior as well as the usual retail business. The shopping trade is of course an important feature of a place like Vancouver. There are regular steamship lines to China and Japan and Australia, besides local lines and irregular arrivals. Vancouver is now an established seaport city and is undoubtedly destined to become one of the great supply ports of the world.

NEW WESTMINSTER.

New Westminster is located on the south bank of the Fraser river fifteen miles from its mouth, twelve miles in a southerly direction from Vancouver. The city is situated on a slope which rises high above the river, giving it a very pleasant appearance. The river is navigable for ocean craft, and this gives the city the advantages of a fresh-water ocean port. Westminster was established before the advent of railways in British Columbia, and before the rise of Vancouver, it was the principal place on the mainland of the Pacific province. The city has not been destroyed by the birth of Vancouver, but on the other hand has shared in the prosperity and advancement which followed the opening of the transcontinental railway.

New Westminster is reached, as stated previously, by a branch of the Canadian Pacific Railway which leaves the main line at Port Moody, thus making the city practically a seaport terminal of the railway. The Great Northern Railway of the United States has also been extended to a point on the Fraser river opposite New Westminster, and eventually the river will be bridged, so that trains from all points south can run into the city. Thus it is seen that New Westminster has splendid railway and shipping facilities. Lines of steamships run to Victoria, Nanaimo and other points.

The trade of New Westminster extends to points all along the Fraser River, and it is the principal market town of the Fraser River farming districts. Salmon fishing and canning contributes considerably to the trade of the place, and lumbering is an important industry.

The city has a splendid water supply from Coquitlam Lake. The provincial penitentiary and lunatic asylum are located here, also the central prison, court house, &c. The city has a public library. As a place of residence New Westminster is beautifully situated and affords many attractions. Chilliwack is the principal up-river point.

VANCOUVER ISLAND.

ORIGINALLY British Columbia was divided into two colonies. One was composed of the Island of Vancouver, with Victoria as the capital, and the mainland, with the capital at New Westminster. The two divisions were subsequently united, with Victoria as the capital, and eventually became a province of the Dominion of Canada. The province of British Columbia therefore includes the great Island of Vancouver, as well as what is termed the mainland of British Columbia. There is sometimes a confusion of names between the island of Vancouver and the city of Vancouver. The latter is situated on the mainland. Vancouver island is about 300 miles long, and generally between 50 and 75 miles in width. It is separated from the mainland by the Straits of Georgia. The island, generally speaking, is mountainous. It is rich in timber and minerals. Coal-mining is the most important industry. Lumbering is also carried on extensively. Vancouver island has much other mineral wealth besides coal, especially iron. Agricultural settlements have been formed in several districts, and a good deal of the land when cleared will be adapted to farming, fruit-growing and grazing. The Esquimalt and Nanaimo Railway connects Victoria and Nanaimo, the two principal cities on the island. Eventually the railway will be extended to the northern end of the island, which is as yet scarcely inhabited, the settlements mostly lying between Victoria and Comox. Nanaimo is the centre of the coal-mining industry, but coal mines have also been opened near Comox, about 75 miles north of Nanaimo.

VICTORIA.

The city of Victoria, the capital of British Columbia, is located on Vancouver Island, near its southwestern extremity. It was predicted by some that the new mainland city at the terminus of the transcontinental railway, would speedily eclipse Victoria, but this has not yet been accomplished, for Victoria still remains the commercial metropolis as well as the political capital of the Province. Its situation on the island is a disadvantage in some respects, particularly in the matter of railroad connections, but Victoria has good shipping advantages. While Vancouver has developed wonderfully and built up a large trade, Victoria has also forged ahead so that the trade and importance of the city are much greater now than they were when Vancouver came into existence. Victoria was and is a comparatively wealthy city. A number of wealthy jobbing houses were established here before the mainland city had an existence, and these houses have continued to hold their own.

Victoria is the oldest place in the Province, and from the days when the Hudson's Bay Company established a trading post there to barter with the aborigines, it has remained the chief commercial point of the territory known as the British Pacific coast region. Later a crown colony was established, with Victoria as the capital. British Columbia attracted little attention in those days but the great gold excitement of 1858 made the country famous. It is estimated that nearly 40,000 persons came into the country that year, chiefly from California and States to the south. Victoria during that period had its first great "boom." The country was not prepared for this sudden influx of population. The mountainous nature of the country made it very difficult of access in the absence of roads or other established means of communication, with the result that many of the prospectors eventually left. Many however remained, and they form the basis of the present population of the Province. The year following this first great influx of population the yield of gold was over \$1,000,000, and a few years later it reached nearly \$4,000,000. Gold therefore led to the first rush of population to British Columbia, and to this year the yellow metal is one of the principal attractions of the country.

British Columbia became a part of the Dominion of Canada in 1872. Though the chief town in the country, Victoria, was at this time a place of a few thousand inhabitants only. From that time the progress of the city has been steady and more rapid, and the population now exceeds 20,000. Following the completion of the transcontinental railway, the city had its second "boom."

Victoria is easily approached by water. It is 72 miles from Vancouver and about the same distance from New Westminster. Regular lines of steamers run to Victoria, New Westminster, the Puget Sound ports of Seattle and Tacoma, Portland and San Francisco, etc., giving close connection with the Canadian Pacific, the Northern Pacific, the Great Northern, the Union Pacific and other lines of railway. By railway Victoria is connected with the coal districts at Nanaimo, 78 miles distant in a northerly direction.

The jobbing trade of Victoria extends all over the province. All lines of merchandise are represented by Victoria wholesale houses. The salmon canneries and many other industries in other parts of the province are owned or controlled by Victoria business men. Among the industries are lumber mills and sash and door factories, large iron works, rice mills, tanneries, shoe factories, etc.

As a place of residence Victoria is a delightful spot. The natural scenery of the surrounding country is very beautiful, and the climate is cool in summer and mild in winter. The coldest temperature never reaches to near zero. The hotel accommodation is good. These attractions make Victoria a desirable place of residence and attract a large number of tourists annually.

There is some good farming land in the vicinity of Victoria and a considerable agricultural settlement exists in the district. Esquimalt, the British naval station of the North Pacific, is an outpost of Victoria. There are always one or more naval vessels in the harbor. A fine dry dock has been established here.

NANAIMO.

Nanaimo, or the coal city, owes its growth almost entirely to the coal industry. The city has a population of about 5,000. Coal mining is the great industry.

The place is reached either by water or by rail from Victoria. The harbor is a splendid one. There are three companies operating here. The Vancouver coal is really the only good coal mined on the Pacific Coast. There are mines on Puget Sound in the United States, but the coal found there will not compete in quality with the Vancouver coal, hence large quantities of the latter are shipped to San Francisco and other Pacific coast points in the United States, in spite of the duty on imports charged at these ports. Last year the shipments of Vancouver Island coal were about 850,000 tons. The high quality of this coal will keep it in demand, and thus the progress of the mined district is assured.

In addition to coal mining, Nanaimo has foundries, and machine shops, and saw mills. The city is progressive and has water works, electric lighting, good schools, etc. Steamers run to principal points.

THE COAST COUNTRY.

THE coast line of British Columbia, both of the mainland and islands, is bold and heavily timbered, and indented with numerous deep-water inlets. These inlets afford good harbor accommodation. Vancouver and other islands stretching along the coast protect the inner coast line from the sweep of the ocean. Ships take advantage of the navigable channel between the islands and the mainland and thus pass in safety in all kinds of weather. Population is very sparse and is principally engaged in lumbering, salmon canning, fishing, etc. There is a considerable population of the Indian aborigines at points along the coast who engage in sealing, fishing and any other employment offered by the whites. The coast region has immense wealth in timber, minerals and fisheries, and there is abundant room for the employment of capital in the development of these and kindred industries. In the summer season excursion steamers run up the north coast, following the channel among the numerous islands, and these excursions are largely taken advantage of by tourists. It affords a delightful trip in a cool climate during the heated term. The scenery along the route is unequalled anywhere.

THE GREAT PROVINCE.

A FEW words about the Pacific province as a whole, in conclusion. British Columbia is great enough in extent for an empire. The Province has an estimated area of 383,000 square miles, or more than three times as great as the combined area of England, Scotland and Ireland put together. The population, according to the last official census was 98,173, made up of 54,061 whites, 35,202 Indians, and 8,910 Chinese. The province is a great quadrangle of territory, 700 miles long by 400 wide, lying north of latitude 49°, and west of the central core of the Rocky Mountains, extending along the Pacific Coast as far as latitude 55°, and including a large number of adjacent islands. Striking inland to latitude 60°, it is shut off from the seaboard by a narrow strip of Alaskan territory, and is bounded on the east by longitude 120°. The great mountain

ranges of the province—The Rockies and Selkirks on the east, and the Coast and Island ranges on the west—exercise a very important influence upon the country, climatically as well as commercially. There is no scenery in the world to compare with that of British Columbia, nor are better facilities anywhere afforded of enjoying it.

MINERAL RESOURCES.

It is not alone the scenic grandeur of these magnificent ranges that is their chief commendation, but their astonishing mineral wealth, which is indeed phenomenal. To her mineral wealth is due the first prominence which the country attained, her gold placers for a long time being the chief attraction to her shore. The base and precious metals are almost everywhere to be found in the province, and are bound to prove a chief factor in her future development. It is a well-established fact that a purely agricultural country rarely attains to any very high degree of wealth or importance, as compared to one in which mineral deposits are rich. It must not however, be inferred that British Columbia lacks in fertility of soil or salubrity of climate, for in both respects she is liberally endowed. But then the speedy accumulation of wealth, which naturally follows in the wake of successful mining of the precious metals, and the impetus given to manufacture by the presence of coal and iron in abundance, have ever been found an attraction to any country blessed with these indispensables to prosperity. Mining, however, has heretofore been conducted after a very crude fashion; but a better day has dawned, science, mechanism, capital and system being brought to the aid of enterprise and labor. New roads are being constructed in the richer of the mineral regions, railway systems built up, and the most improved machinery introduced for the treatment of the ores. Writing of the resources of British Columbia, Professor Dawson, C. M. G., F. R. S., (*Mineral Wealth*, p. 15) says:—

“Everything which has been ascertained of the geological character of the Province, as a whole, tends to the belief that so soon as means of travel and transport shall be extended to what are still the more inaccessible districts these also will be discovered to be equally rich in minerals, particularly in the precious metals, gold and silver.”

LUMBER.

The timber limits of British Columbia are among the finest in the world, but unfortunately the trade in lumber cannot be said to be much more than in its infancy. As, however, the supplies of the forest States of the Union, eastern Canada or other great sources of supply become exhausted, or the lumberman is driven back from the navigable waters, the prospects for the trade of this province must necessarily become very bright. Cedar and Douglas fir are the woods chiefly handled, the supply in each case being unlimited. Good specimens of the former measure from sixty to eighty feet in circumference, and the number of such trees to the acre can be estimated when it is stated that 30,000 feet is considered a low average in some of the limits on Vancouver Island as well as on the mainland. Timber limits or forest areas can be leased from the government upon very favorable terms—ten cents per acre per annum; fifty cents per thousand feet cut, with a rebate of twenty-five cents per thousand exported out of the province, is the royalty.

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