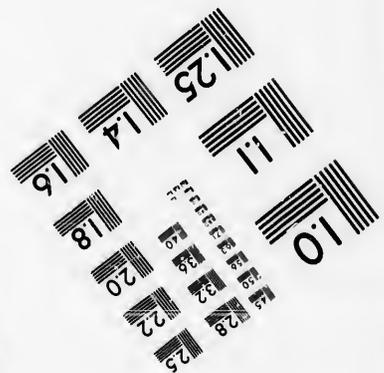
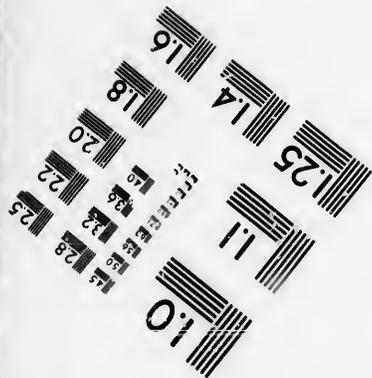
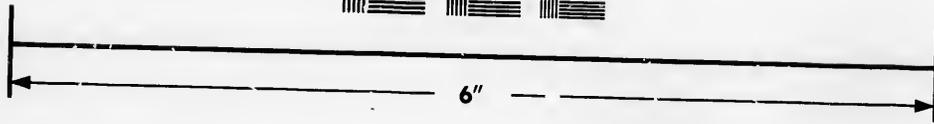
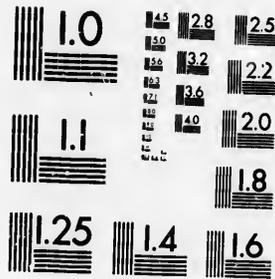


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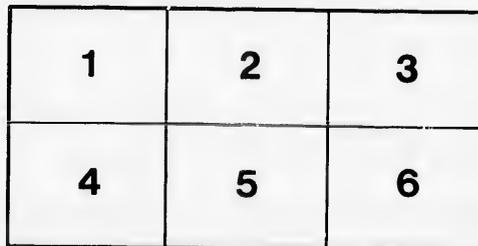
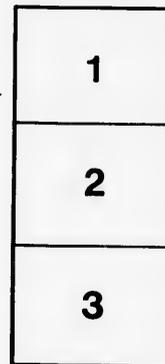
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**SOUTHERN MANITOBA
AND
TURTLE MOUNTAIN COUNTRY.**

"BEST IN USE."

THE COOK'S FRIEND

Is the Most Popular Baking Powder in the Dominion.

During the Twenty Years, and over, which it has been before the Public, the demand for THE COOK'S FRIEND has been constantly on the increase.

The extensive demand which the Cook's Friend has experienced arises partly from its *very great usefulness* in the kitchen, and the saving of time which it accomplishes by its employment in lightening Pan Cakes, Griddle Cakes, Biscuit, &c. ; for shortening and rendering more healthful all descriptions of Pie Crust and boiled paste, including Doughnuts. For shortening purposes a very little is required, and when used it effects a saving of three-fourths the usual Butter or Fat, at the same time rendering the food more digestible.

A variety of makes of Baking Powder have from time to time been claimants for public favor, some of which, in the endeavor to undersell, have admitted into their composition material not altogether favorable to the human stomach,—it thus becomes important to know what brand is thoroughly reliable.

THE COOK'S FRIEND

Is guaranteed to be **FREE FROM** any deleterious ingredients, it is of *Uniform Strength*, and *never disappoints*. It is *Pure, Healthy* and *Reliable*, and food prepared by its aid may be eaten by dyspeptics with advantage.

Prepared and for sale to the Trade by the sole manufacturer and proprietor of the Trade Mark,

W. D. McLAREN,

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RETAILED EVERYWHERE.

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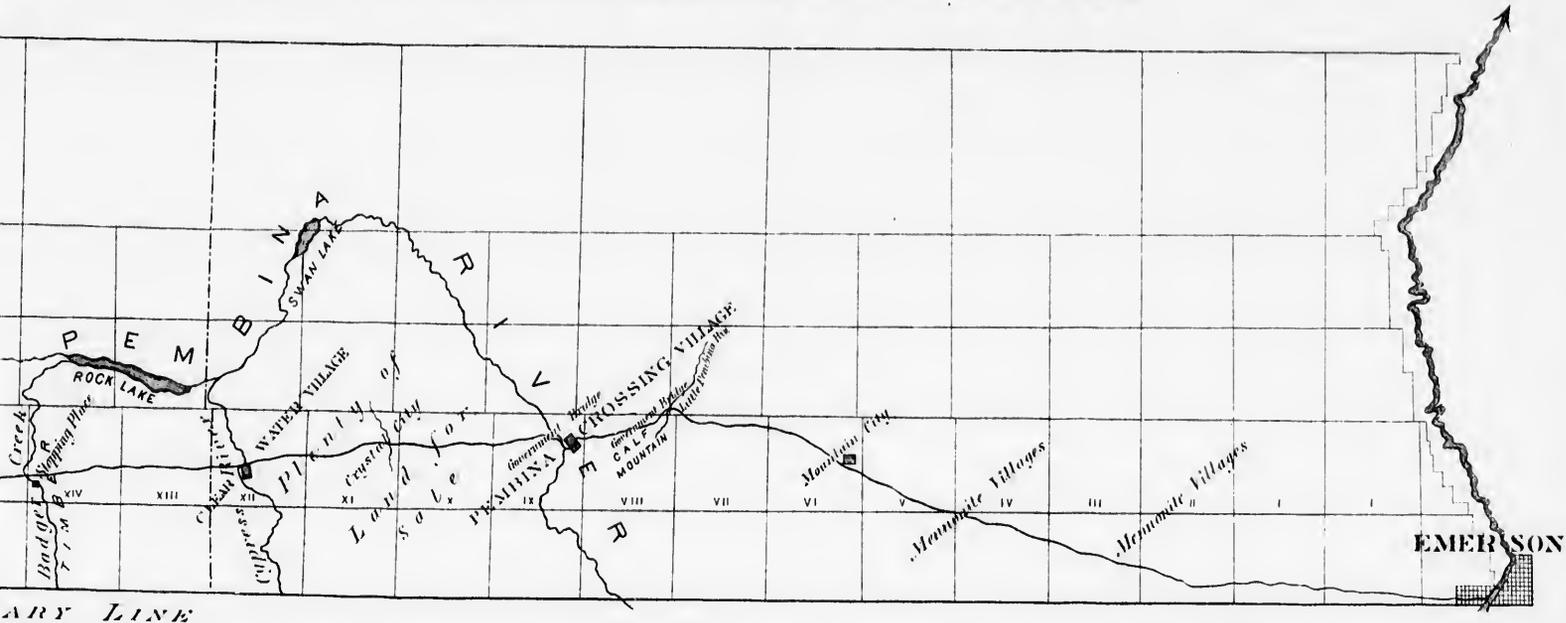
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PEMBA & TURTLE MOUNTAIN COUNTRY.

Used by Traders and Buffalo Hunters, since adopted as the best route that could be found, now a Government Road. The line of the projected EMERSON AND TURTLE MOUNTAIN



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FOR ACTUAL SETTLERS.

WINTER IN THE COUNTRY OF CLEAR DAYS AND BRIGHT SUNS.

SLEEPING THROUGH A BLIZZARD ON THE PRAIRIE!
THREE WEEKS TRAVELLING IN WINTER THROUGH SOUTHERN
MANITOBA.

THE TURTLE MOUNTAIN COUNTRY.

Expecting a large immigration at Emerson from England and Canada, some of it through his own exertions, the writer was anxious to know, through personal experience and observation, which were the best localities to which immigrants might be directed. Much had been said in praise of the Turtle Mountain District and country intervening between it and Emerson. He determined to see this country. It is a difficult thing to travel to the Turtle Mountains in winter, but we were anxious to know just what those difficulties were and to remove them as much as possible, as we intend to send emigrants out in March before the *routées* and rivers are thawed out.

We start from Emerson on Monday, the 5th of January. We are five in number; our party is as follows:—Mr. S. Austin, surveyor; Mr. Wm. Beach, land agent; Messrs. A. H. Poston and J. Boyd, farmers, and the Rev. L. O. Armstrong. We travel in a house 12 feet long by 7 feet wide, made out of 1-inch tongued and grooved boards, lined with felt paper inside. The studding, sills and rafters are 2-inch by 4-inch. The weight of the house was about 1000 lbs. All this lumber was too heavy; $\frac{1}{2}$ -inch lumber and scantling 2 x 2-inch, and about half the quantity that we had, would have been quite sufficient, and would have reduced the weight of the house to 450 pounds. A house of this description can be built for about \$20. It was

an experiment, the object of which was to prove that families could be brought out in perfect comfort all the way, and that upon their arrival they would have this house, which would answer them through the first summer.

We shall now use the present tense, as we want to take our readers along with us. Our house contains two ship's beds holding three men each, and there is room for four more men to sleep on the floor. We had a little Russian iron stove which answered our purpose admirably both for cooking and heating. The house makes quite a sensation moving through the good town of Emerson. We cross the Red River on the ice, and, mounting the ferry hill, we find ourselves in the main street of the aspiring village of West Lynne. In parting from West Lynne, we receive "A good journey to you!" from our good friend, Mr. Matheson, of the Hudson Bay post. Here, in a light cutter and with a good horse, we move ahead of the house, having business to transact along the line. We dine in one of the quaint, bad-smelling, thrifty Menonite houses. We try to give them a lecture on ventilation, but, being too practical in illustrating our idea, it does no immediate good, and we have to console ourselves by thinking that the good seed sown will bear fruit some time. After dinner we travel on, being anxious to reach the Hon. Mr. Winram's house that night. In our desire to reach his house, we commit the unpardonable error of travelling at night on the prairie. Our punishment for this is losing the trail, burying our horses in the snow several times, and spending several hours very miserably before we at last reach the house. Mr. Winram is the local member of Parliament. He is an intelligent, broad-minded Englishman, who, although he uses his privilege as an Englishman of grumbling at the Government for the laws which "are ruining the country," is in reality a kindly, useful man, enjoying the confidence and respect of the community, by whom he was elected by acclamation as a representative. Any one wishing to get reliable information about the country will find in him a trustworthy man from whom to get it.

We refresh the inner man with savoury venison and enliven

the spirit by intercourse with our host. Next morning we walk over some of the farms in this district, which is called the "Mountain." The scenery is very pretty, and in places quite grand. The settlers have raised good crops, and are in good spirits. About a mile from Mr. Winram's we cross the River Liffey, on whose banks lives a happy Irishman, John Johnstone by name. We make his acquaintance, and find him to be a much-travelled man in this new country, having gone over the Turtle Mountain District very carefully a year ago. We secure him as a member of our company. Here we meet the popular Church of England minister, Mr. Wilson. We assist him at a funeral of a young boy who was a stranger in the settlement, having come to live with the family, where he died, only a few days before his death. We all admire the settlers for the kindness shown him in his sickness and the decent funeral given him. He died from cold taken after measles. We are glad that no manner of epidemic has ever visited this country. We are struck here, as everywhere else in our journey, with the strangeness of the phenomenon that, even in the newest districts, we find society as quiet, orderly and honest as in any old-settled district of Canada. To one who has travelled a good deal in new settlements in the United States, the contrast is delightful indeed. After the funeral, from the height upon which we are standing, we see our house moving up from the Menonite villages on the Government trail. We wait for it, to appoint our next meeting place with its inmates at Mountain City. We drink tea that evening at Mr. Stoddard's. The excellent bread we had here elicited a well-deserved compliment to the fair bakeress; in answer to which we were told that it is easier to make good bread out of ordinary good Manitoba flour than out of the best Ontario. From this Mr. Wilson drove us with two good horses through Mountain City (where we appoint a further meeting with the house at Pembina Crossing City) to Nelsonville, a flourishing village, and, by a happy mistake, to the wrong crossing of the Pembina. I call it a happy mistake because it was the means of making us enjoy the hospitality and good company of a kindred spirit in the

person of Mr. McRae, the Presbyterian missionary for that district. We are much delighted with all this country from leaving Emerson until we reach Pembina Crossing, on the Pembina River, seventy-five miles from Emerson. We have not crossed a single tract of bad county. We feel that we are travelling in the richest agricultural country that we have ever set foot upon. The weather has been delightful during these three days.

It seems to take less fuel to heat a house in Manitoba than in Quebec or Ontario. We slept in several very comfortable houses of a good size that were heated by a small cooking stove only. The same sized house in Quebec would have a box stove beside the cooking stove.

We finally join our house and party at Adamson's stopping place, Pembina Crossing, and here bid adieu to Mr. Wilson, who has kindly driven us thus far, and given us much useful information about the country. This Pembina Crossing is a beautiful place. The banks of this river are very high and generally clothed with wood. It has here a beautiful valley of good land, through which it meanders clear and deep. The traveller looks forward to reaching it both in summer and winter. It seems to be the most promising site for a railway crossing. The surveyed Government trail runs through the village. There is a splendid chance here for any one to open a general store, blacksmith shop, grist and saw mill. It is expected that a church and school will be built during the coming year. It has a post office now. Nature has marked county town upon it. A bridge has been built by private parties; but it is only a temporary affair, and the settlers in the vast and good country west of it, are clamorous for a good Government bridge. As we write, we hear that the Hon. Mr. Winram has obtained a grant for building this bridge from Government.

On Thursday, the 8th of January, we leave Pembina Crossing. It is a fine, sunny, winter morning as we ascend the long, but pretty well graded hill on the left bank of the river. We cast a long, lingering look behind at the fair scene. After reaching

the level prairie on the height, we travel over twenty-five miles of good country to Cypress, or Clearwater Creek. We are met by large sleigh-loads of jack-fish and pickerel, caught in Rock Lake and the other lakes in the neighbourhood. They are firm and sweet—very delicious to eat. At the crossing of the Cypress is being laid out Clearwater Village. This too is a splendid site for a town. There is a good valley, a large and constant supply of clear and good water, and a mill site. Mr. McLaren is now engaged in putting up a house for a stopping place. Here too is wanted immediately a good general store, post office, blacksmith shop, etc. There are around Clearwater Village 150 square miles of the best land in the world to support these things, besides a great travelling public. The village is situated in the midst of the Paisley colony. This colony made an arrangement with Government that only actual settlers should take up the land in the four townships which were reserved for it, and, as a consequence, all the land has been taken up by actual settlers, who will be out in the spring. This, of itself, will make it a most desirable locality. About here the Emerson and Turtle Mountain Railway will cross the creek. There is no doubt that in the future the name will be changed from Clearwater Village to Clearwater City. Here we begin to realize what our difficulties are going to be. We have come to the last of the settlers, who tell us that we will probably reach the Turtle Mountains in the spring. We cross the valley of the Cypress, not without some hard work. The bed of the river has been drifted full of snow everywhere, except where the water runs unfrozen, in this the coldest winter that Manitoba has experienced for many years. We go at this snow with a will, using a shovel and five snow shoes, and soon have a road. The horses manifest a little repugnance at the idea of plunging into the water, but it is soon overcome, and, after a shorter digging episode, we surmount the west bank of the valley and reach Mr. Widmeyer's house. Here we enjoy to the full Miss Widmeyer's nice German cooking, after our exertions, and in good coffee drown the idea of the trouble that may be before us. We adopt as our motto *nil*

desperandum, and, shutting our ears to the warnings that are given us, determine that we shall accomplish the forty-six miles of untracked snow before us still, and bring at least our horses and sleighs through to Turtle Mountain. We feel that we must do so to break a trail for emigrants coming through in March, and to arrange for the establishing of stopping places on the route for emigrants. There are now settlers at Badger Creek, and a number at Turtle Mountain, who have been shut in all winter, and we know that if we *break* a trail they will keep it open.

Next day (Saturday) we start for Badger Creek, sixteen miles west of Clearwater Village. It is a fine, mild morning, with south wind blowing. We have four horses on our house now, but the prairie is unburnt and the snow very deep in the long grass, and we begin to hint to one another that we shall have to leave it behind. A little later we speak openly of it, and finally, with sorrowing hearts, we do it. We have ridden through a severe storm in it without the least discomfort. We regret very much that it had not been made of lighter material, as we could then have brought it through. And now we start to finish our journey without shelter of any kind. In about another hour we strike burnt prairie, and we make very good time, as the snow does not lodge on it as it does in the long grass. About three o'clock the wind changed to the northwest, and very suddenly began to blow a blizzard. The clergyman went on snow-shoes, following the summer trail, which here and there could be seen where the prairie was bare, and which generally where there was snow could be distinguished from the fact that no grass grows upon it. He found that he could not face the storm, and turning, ran back to the sleighs to advise retracing our road to our house, if possible. He found the men preparing to do it before his arrival, lightening the sleighs of their load of pork and flour which we were bringing to supply the wants of any needy settlers we might meet. This done, we turn and try to follow back the trail that we have ourselves made. We soon find that the horses cannot follow it, and we send a man ahead

running to follow it, relieving him about every mile. We manage to retrace several miles in this way, but darkness overtakes us. We have lost the trail. The order is given to stop and camp before we are all fagged out. Blinded with the driving snow, with what energy we have left we make a shelter with our two sleighs, and put blankets upon the horses under their harness, that they may not be blown away. We are six men, and have for bed-clothes three buffaloes full of snow and three bed-quilts. We spread the quilts upon the grass, having as carefully as possible shovelled away the snow with our snow-shoes, and, getting close together, we lie down, with the buffalo robes as coverlids. We pass around a slice of frozen pork and a sea-biscuit to each man, have prayers and a hymn, and then spend half an hour in thinking. It is a chilly occupation at first lying there, but soon a snow-drift covers us. Every half-hour at first we had a song all around, and a general squeezing to see that everyone was all right; but soon we begin to realize that we shall be warm enough, and we drop to sleep. We pass a very good night, considering that it is about 25° below zero and the wind blowing 50 miles an hour perhaps. After the morning nap, we awaken to find ourselves in a profuse perspiration, our fur hats that we had pulled over our ears and our mittens wringing wet. Little streams of water were running down our necks. We are covered by a snow-drift two feet thick. We have some little difficulty in breaking through this. It is just daylight. We give three rousing cheers for daylight, and then survey the scene. It is a wreck, indeed. The poor horses are ferocious with the cold. They have nothing but a thin blanket on. We find a zinc trunk that was near their heads chewed and torn into small pieces. Our teapot, cups and dishes are flattened and curled up and dented all over with their teeth. We finally let them loose, knowing that with their wonderful instinct they will go back to the stable at Cypress Creek direct. We follow them. The blizzard is over, but the weather is very cold. We trudge on disconsolately; our hats and mittens are frozen stiff, and worse, we are going back instead of going forward.

However, we feel that a day's rest and feed for the horses are necessary.

We veritably enjoy a good, warm breakfast, having first taken the precaution to serve out a piece of dry bread to each man before the meal, lest he should eat too much. We gather in the few settlers in the neighbourhood in the afternoon, and hold a very pleasant little service.

On Monday morning it is stormy, and our horses showing signs of service, we give them another day's rest. On Tuesday we start again for the Turtle Mountains, our classical motto being still *Nil desperandum*, which in Queen's English means—"Turtle Mountains or bust."

Having a good team of horses fresh and a trail half the way, we made Badger Creek early in the day. Here is another town site manufactured in Nature's workshop. A good valley, a constant supply of good water and timber constitute the essentials, and in these last seventy miles these are to be found only at the Pembina, the Cypress and the Badger. Mr. Prest is now getting out the timber for a stopping place. As we arrived pretty early, we determined to go upon our journey as far as possible on the prairie on the other side. We had some little trouble getting up the west bank of the Badger, but we managed it, and travelled a few miles beyond before camping. It was a mild night, and we did not miss our house nor the two feet of snow that covered us on the blizzard night. We slept quite warmly. We start at daylight. We soon get into the new survey which we have come so far to see in order that we may know whereof we speak when advising our English friends where to locate. Fortunately the prairie from here is all burnt. The mild weather is taking away the snow from the higher prairie; around each one of the surveyor's posts the earth that is dug up is loose and mellow; and each half-mile we have the soil all ready dug up for us to judge of its quality. We could not have chosen a better time to see the country. From Range 16 to Range 19, and during the following days to Range 22, we pass over a magnificent country, in which there is no waste land. Occasionally we find a gravelly or stony knoll, but the

gravel and stone are all on the surface even then, and below it are two feet of splendid loam, with a rich clay subsoil below that. We can see every stone now much better than in summer, when they are hidden by long grass. These are pastures green to Mr. Beach, who takes out his book and takes down the numbers of all the best sections for the people who invest in land through him. It is a good thing, too, for these people. They are saved much hardship and expense, and in all probability get better land than they would choose for themselves. Towards night we find ourselves approaching Lariviere's trading post on Turtle Mountain. We have long since given up following the trail, as we know that Lariviere's house is in Section 29, and we have the straightest possible road to it in following the new, bright and easily-read posts in Mr. Klotz's survey. We bless the surveyor for his good work, and about dark arrive in Section 29, but do not see any sign of a house. However, a few high-toned screeches elicit a response in the distance, and we finally reach the quaint old trading post, where we find shelter from the rain that is now falling, a good host and hostess, and plenty of good cheer. And now, to all the prophets of evil from Emerson to Cypress Creek, here *we* are, but spring is still a long way off. Next year the country will be full of settlers, and on a good, well-beaten trail the journey will be made from Emerson in three days, at a rate of ten miles an hour, and in four years we hope that it may be accomplished at the rate of forty miles an hour by the Emerson & Turtle Mountain Railway. Here at Lariviere's we eat the best and biggest potatoes that we have ever seen, and our horses are treated to as clear and full oats as they have ever revelled upon. We were shown very fine samples of wheat, which yielded on Lariviere's farm twenty-five bushels of wheat to the *arpent* upon the sod the first year.

We were fortunate enough here to meet the surveyors, who had just finished their survey. They told us (I attach certificate) that there are here 150 square miles of merchantable timber, the best water in the country in abundance in all directions, and good soil everywhere. Wood, water and soil—a

settler's paradise. Every man can secure 320 acres of land and twenty acres of wood. There is enough for 5,000 settlers in this block alone.

The next day is Sunday. There assembles a good congregation—Presbyterian, Roman Catholic, Methodist and English Churchman, friendly fellow-travellers to the home beyond. As many of the congregation are French, the clergyman inflicts two sermons upon them, one in English and one in French; it is pretty hard upon men and women who are out of training to endure even one. The congregation is most patient, however. We enjoy very good singing. We have some very cultivated people in this frontier country. We have people of much culture from Scotland, who were heavy losers by the failure of the Glasgow Bank, and first-rate, plucky settlers they make. They are most hopeful for the future good of the country they are in. God speed them in their new life and send them prosperity. We meet several old Red River settlers here, who tell us that a farmer's life is much more pleasant here than in the Red River valley. They prefer the soil, although it is not so strong. They have splendid home markets, and will have, with new settlers coming in, for years to come. They have wood, coal, and good water. They say that it is too level in the Minnesota and Dakota prairies and in the Red River valley. We spend several days in driving northward and westward, coming home each day more pleased with the country and hopeful. We accomplish the object of our journey most thoroughly. Good fortune clung to us up to the last day of our stay. In the very last day's explorations, and when we had reached our farthest westward point, we met Mr. Norton, mining engineer, (whose certificate I attach for publication), who is now engaged in mining coal at the Souris River, about 300 miles due west from Emerson. He told us that the country he had traversed for 200 miles west of where we were, was as good as the country we had come over. He had gone over it both in winter and summer. He predicts that one of the big cities of the future will be 300 miles west of Emerson, at some point on the Souris River. We find him as enthusiastic about

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the country as all the other Englishmen we meet, which means that he was *very* enthusiastic.

Now we get ready for our return trip. We follow another line of posts, so as to see more of the country. We find it quite as good as we found it upon coming in. We make much better time on our return trip. We have provided relays of horses so as to make a speedy trip. We leave on Wednesday morning, and arrive in Emerson on Sunday noon. We are much pleased with the trip. We feel that we can conscientiously advise emigrants to go there rather than to any other point just now. We have opened a trail for them. We have arranged for stopping places along the route of travel every fifteen miles. There is still needed a stopping place between Badger Creek and Turtle Mountain. Pancake Lake is the proper point. We shall communicate with the Government, and hope to have it established before March. March is the right month for families to go out in. On our journey, in every district, we found the people most enthusiastic about building the Emerson & Turtle Mountain Railway. We shall, without doubt, get good large grants from every municipality that is formed along the line. We shall also have a powerful body of men, interested in its construction, in the purchasers of Railway Lands throughout this belt. Here I must say, *en passant* that this sale of lands is not an unmixed evil, as it causes a number of capitalists to take a deep concern in the welfare of the country. If it is almost too good an investment to offer people, yet Government needs the money to build the railways, and it is easier to find fault with the way of obtaining it than to discover a better way. The old Boundary Commission trail, a surveyed Government road, is a ready-made road-bed direct from Emerson to the Turtle Mountains, and in all the distance through which it will run there will not be twenty square miles of bad lands. The writer has travelled pretty extensively in the prairie country of the Western and South-western States, but nowhere has he seen a like tract of country. There is no doubt that we have the best wheat-growing climate in America. Anyone who is

skeptical about that may have his doubts removed by reading United States Consul Taylor's speech, delivered in Emerson in January, 1880, published *in extenso* in the *Emerson International* of January 22nd, 1880, and which will, no doubt, be published again by Government and generally distributed. The Emerson & Turtle Mountain Railway will pay from the day of its completion. It is a positive necessity to all the thickly settled country between this and Clearwater Village now. It is needed to develop the country between that and the Souris, which will, without doubt, all be settled within three years. It is needed to bring coal, wood and wheat to Emerson. It is needed to make the Pembina branch of the Canadian Pacific Railway pay after the main line is completed. It is needed to keep the trade of Southern Manitoba from being diverted to the Northern Pacific and St. Paul & Pacific Railways, who are even now pushing out branches to take the Canadian trade at two points west of Emerson. It is needed to prevent the good feelings of our people being alienated in all this southern country through their trade relations being with our neighbours. It is needed to prevent the large number of emigrants who are constantly disembarking at Emerson from settling upon the American side of the line. A delegation of provisional directors of the railway from Emerson is now in Ottawa to procure a railway charter. It is to be hoped that there will be no unnecessary delay in obtaining it, but that the Government will do all in its power to advance this much-needed and patriotic undertaking.

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EMERSON, Manitoba, }
27th January, 1880. }

I hereby certify that in the coal field which I am now working, near the Souris River, there is a very large quantity of good coal (lignite), fit for all purposes, domestic or steaming, and that a railway is absolutely necessary to develop the same.

(Signed,)

R. H. NORTON,

M. J. M. E. (South Staffordshire),

Holder of certificate of competency as a colliery manager from the English Government, under Mines Regulation Act, 1872.

I hereby certify that in the Turtle Mountain district, in the North-west Territory, there are about one hundred thousand acres of woods, a great deal of which can be manufactured into merchantable lumber, and that a railway thither and beyond is a great desideratum for developing the adjoining prairie.

OTTO. J. KLOTZ,

EMERSON, 27th January, 1880.

D. L. S. & D. T. S.

Extract copied from U. S. Consul Taylor's speech, delivered at Emerson on Friday evening, 16th January, 1880:—

"It is a leading fact now well recognized, that certain grains, especially wheat, produce their best results, both in quantity and quality, in the most northern limit of their growth, and that they cease to be productive in that southern latitude where they refuse to produce their seed. In the State of Minnesota a head of wheat rarely contains more than twelve well formed grains. If you remember a cluster of wheat you will know to what I refer. In the southern part of the State there are two well formed grains in each cluster; in Manitoba it is three well formed grains in each cluster. (Applause.) * * * From three in Manitoba to Battleford, 700 miles north-west from Winnipeg, it is four well formed grains in each cluster. Going further north-west 300 miles, we find five well formed grains in each cluster. I have seen from the vicinity of Lake Athabasca wheat that contained six well formed grains in each cluster. (Loud applause.) The difference between two and three grains to the cluster, said Mr. A. to me, is the difference between twenty and thirty bushels to the acre in the yield, and that being the case, what must be the difference when six grains are found in each cluster, or seventy-two grains altogether on each head? I might illustrate, but time will not admit of it. It is a great central fact—a subject of thought, and a fact that will be fully realized by the communication that you are about to establish. I feel constrained in this to admit that the great wheat belt lies further north than the wheat line of successful growth, as formerly laid down on the map; that it is far north of the Mississippi valley, and in bringing that fact before you, I claim that the great corn belt comprises Iowa, Illinois, Mississippi, and other central States, *the great wheat-growing region being undoubtedly the Canadian North-west.*"

Taken from report in the *Emerson International* of January 22nd, 1880.

DIRECTIONS FOR REACHING MANITOBA.

Go to the nearest Emigration Agent in the Old Country. He will obtain a ticket for \$54 (£11 or less) for you by any line, which will take you from Liverpool *via* Quebec in the summer time, to Emerson, Manitoba. There the Agent will give you full directions for reaching the Turtle Mountains, if you want a free grant of land. Every man there can get 320 acres of land, half of it free and half at \$1 (4 shillings) per acre, with ten years to pay in, and 20 acres of heavy, standing timber, and an abundance of good spring water.

If a man prefers to settle near Emerson he can buy plenty of good land at very moderate prices, and upon easy terms, where he will have both navigation and railway carriage for his grain immediately.

From Emerson to the Turtle Mountains there is a good Government road and plenty of good stopping places all along the line. The Turtle Mountain is only a gentle rise. Over the whole of it you can drive in the lightest kind of carriage at a trot, except where it is wooded. There are a number of settlers there now who are very enthusiastic about the country. Their markets are better than near the large cities, owing to the large number of settlers ever moving westward. Building is, of course, very much cheaper there than anywhere else in the Nor'-west just now, owing to the very large supply of wood. Settlers should buy oxen instead of horses, as they need not buy much, if any, grain for the oxen.

Other pamphlets published by Government, and obtainable from every agent either in Canada or England, give full details as to what a settler needs and prices he ought to pay. Emerson has a great number of good stores and shops, where everything can be bought that a settler needs. Emerson prices are lower than Winnipeg prices, because rents and freight are less.

In my opinion the best and cheapest route is by a Canadian Steamship *via* the St. Lawrence in summer, and thence by the Grand Trunk Railway, and the great lakes to Duluth; whence there is connection by rail to Winnipeg.

In winter the route is from Liverpool *via* Portland or Halifax, and thence by Grand Trunk Railway to Detroit, from this point by the

Michigan Central Railway, Detroit to Chicago.
Chicago, Milwaukee & St. Paul, Chicago to St. Paul.
St. Paul & Pacific Railway, St. Paul to Emerson, Man.

EIGHT SOLID REASONS WHY A MAN SHOULD SETTLE IN THE NOR'-WEST OF THE DOMINION OF CANADA RATHER THAN ANYWHERE ELSE.

1. Manitoba and the Nor'-west have a much larger yield of wheat per acre. In proof of which see Official Returns and U. S. Consul Taylor's speech at Emerson, Man., Jan. 22nd, 1880.

2. Northern Minnesota and Dakota, which States alone pretend to be as good wheat-growing countries as the Dominion Nor'-west are subject to higher winds and colder than the Dominion. Proof—Government thermometers registered on Christmas eve, 59 below zero at Pembina, Dakota, and only 46 below at Winnipeg. The reason of this is that the British Nor'-west is in a basin, the height of land being in Minnesota and Dakota. Another reason is that the Rocky Mountains are much lower in British Territory than in American, allowing the warm winds of the Pacific to blow into the Territory.

3. British American wheat growers will be able to send their wheat much cheaper to the European market than settlers in most parts of Minnesota and Dakota, owing to the fact that tide-water is many hundreds of miles nearer Manitoba than it is to those States.

4. We have the freest Government in the world, and the best constitution. The state of society is much more peaceable and orderly in the Dominion than in the Western or Nor'-Western States. We know nothing of revolvers or bowie-knives. In the town of Emerson of 1500 inhabitants, we have not had during the past year a single greivous assault. Our Indians are loyal, friendly and honest. Life and property are absolutely safe. We have no lynch law; we need none.

5. In view of the probability of the confederation of the British Empire the chances are very strong that American wheat will be shut out of the British market—the market of the world. Ours will enter free, we in return receiving British manufactures free. This would mean that wheat would be

worth at least 25c. a bushel more to the British American than to his cousin south of him.

6. The Dominion prairies have a better supply of better water. Anyone can prove that by looking at maps of the country, where he will see how our country is traversed in all directions by rivers.

7. Our supply of timber is much larger, east and west, we have interminable forests, while the American timber supply is being fast exhausted.

8. The American Government lands that are good are now nearly all settled. This absolutely ensures the coming of the great *waves* of emigration in the coming years to the Dominion *bringing to us* the astonishing prosperity which attended the settling of the Western States.

WINTER IN MANITOBA.

The telegrams that appear in Eastern papers, and that are copied into English papers and most industriously used against the country by the Americans, in regard to the great cold of the North-west, do us great injustice, and are to a great extent untrue. In the course of the winter we may have fifteen or twenty days when, at the coldest hour—the hour before dawn—the thermometer may fall to 40, 44, 46 and very rarely 50 below zero, but very likely the same day at noon the thermometer will rise to zero, which state of temperature, with a strong sun which always shines with us, and the stillness that always accompanies these cold snaps, gives us a delightful day. Then the dryness of the atmosphere makes an astonishing difference. I will illustrate this difference by comparing our cold with the cold in Halifax, N.S., and London, England. In the same cold snap about Christmastide a brother of mine was in London, who gives me an account of the cold there. He told me that it was so raw and penetrating that, exert himself as he would, he could hardly keep from shivering. He says he never suffered more in Canada than he did in London.

I read an account of the same cold snap in Halifax, N.S., which said that the thermometer fell to 15° below zero; that people who started for church on that Sunday evening had to turn back, some of them with frozen fingers, noses and ears. The writer spent that cold snap in Manitoba; he drove his horse on Xmas eve some distance, when it was 50° below zero, and on Xmas day drove six miles with a large pleasure party of ten or twelve sleighs. It was a few degrees warmer, but not a single person of the many who went got the least frost-bitten; some of the party were dressed in furs, but many had none. In fact their clothing was just the same as they would have worn in Halifax. This was the coldest weather they had known in Manitoba for many years.

Winter is, perhaps, the pleasantest season. We have plenty of sun everywhere in Canada, but the Nor'-west enjoys more sunshine than any part of the world I have seen or read of. From July to February we have not had one whole day of rain and not a great many heavy showers. Yet we never suffer from drought, on account of the cool nights in summer and the heavy dews. We have had only one heavy snowfall, and at present we have not more than six or eight inches of snow on the ground. Our climate is fascinating. The longer a man has lived in the country the fonder he is of it; there is no country under the sun that he would exchange for it.

U. S. Consul Taylor, who is now getting to be an old man, and who has spent some ten years in the country, has never worn furs; he wears a felt hat, a cloth coat and gloves, and the hearty greeting he gives his many friends on a winter morning (perhaps upon one of those 15 or 20 days) has not the slightest suspicion of a shiver about it. In fact, there are perhaps as many days in winter in the city of New York when ladies find it too cold to be out, as in the town of Emerson or the city of Winnipeg, Man.

Stock can live out all winter—and grow fat. I have been troubled by cows all winter around my stables and yard, whose owners allow them to run loose, which, to a large extent pick up their own living, and are invariably fat. I have also seen herds of ponies in the Turtle Mountains which had never been stabled, picking up their living on the open prairies, who were fatter than the well cared and fed, and not too hard worked horses we were driving.

Having so little rain, cattle do as well as in many more southern countries where more rain falls. Manitoba is a good stock-raising country.

TESTIMONY IN FAVOR OF DOMINION WHEAT LANDS.

(From American Paper—Philadelphia Press.)

The greatest wheat-growing region in the world is now being opened to settlement. The largest and most productive portion lies within the British Province of Manitoba in North America. It is sufficiently prolific, when fairly cultivated, to make England independent of the United States for breadstuffs, and to create a powerful rivalry with us elsewhere. On both banks of the Red River of the North, from its source to its entrance into Lake Winnipeg, and on both sides of the international boundary between Canada and the United States, exists this territory. Thence the fertile belt, of which it is the western extremity, sweeps in a north-western direction some 300 miles along the course of the two Saskatchewan rivers, and forward to the Rocky Mountains of the West, embracing an area, says a writer in the *Nineteenth Century*, of at least 200,000,000 acres, nearly the whole of which is to-day untouched prairie of the richest description. Since the construction of the Northern Pacific Railway has been resumed, this region has been made accessible by the trunk line and lateral roads to immigrants. Within a few years the city of Winnipeg, at the junction of the Red River and the Assiniboine, has sprung up from an Indian post of the Hudson Bay Company to be a well-built town of 8,000 inhabitants; steamers have been introduced into the two rivers that unite at her wharves, and a continuous railway, 460 miles long, connects this Canadian city with St. Paul, the capital of Minnesota. In seven months, ending March 31, 1878, there were sold by the United States Government and the railways in Minnesota and Northern Dakota 2,556,000 acres for actual and immediate settlement. In Manitoba and the Saskatchewan district, across the Canadian boundary, 3,000,000 acres of wheat land were allotted last year to actual settlers in this Province alone.

The settlers in the Red River region are of the most substantial character—well-to-do farmers from the older States, from Iowa, Wisconsin, from Canada, and especially from the best parts of Ontario. They have been attracted to this remote part of the North-west by the peculiar advantages of its soil for wheat-growing. Thirty bushels to the acre is the average, while it often yields forty or fifty bushels. Thirty bushels to the acre of the first crop clears all outlay up to that time, returns the capital invested and leaves a first-rate fenced farm in a high state of cultivation for succeeding agricultural employment. "Where else," says the writer to whom we have referred, "is there a business that in twelve months repays all advances of its purchase and establishment, and leaves as a profit a money return and plant worth four times the original outlay? It is this enormous profit that is bringing so many heavy capitalists into the ranks of this novel immigration, and inducing men who have already worked themselves into good position to abandon for a time the amenities of a settled life and embark once more in pioneer farming." A Mr. Dalrymple, in 1877, had 8,000 acres under cultivation. They yielded him twenty-five bushels to the acre, or over 200,000. His total outlay for seed, cultivation, harvesting and threshing was under \$10 per acre, leaving him a margin of \$15, or \$120,000 on his 8,000 acres. This was in Minnesota, but north of the Canadian line they get a much larger yield than this, and in twenty-seven miles along the Assiniboine River in 1877 over 400,000 bushels were harvested, that averaged considerably over thirty bushels to the acre. In the North-western Provinces of Canada, wheat often produces forty and fifty bushels to the acre, while in Southern Minnesota twenty bushels is the average crop, in Wisconsin only fourteen, in Pennsylvania and Ohio fifteen. In Prince Albert and other new settlements on the Saskatchewan forty bushels of spring wheat, averaging sixty-three pounds to the bushel, have been raised. In the southern latitudes the warm spring develops the juices of the plant too rapidly. They run into stalk and leaf, to the detriment of the seed. The extent of this enormous and rich British territory is comparatively unknown in the United States. It is estimated at 2,984,000 square miles, whilst the whole of the United States south of the international boundary contains 2,933,000 square miles.

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in its centre is Lake Winnipeg, three hundred miles long, fifty to sixty miles wide—the future Black Sea of Canada. At three of its four corners it receives the waters of a large river, the main trunk of a hundred smaller ones; at the remaining north-east angle a fourth and larger river, the Dardanelles of the system, conveys the accumulated waters of nearly a million square miles into Hudson Bay. This Lake Winnipeg receives the drainage of the future wheat field of the world. The Saskatchewan from its debouché into the lake eastward from the Rocky Mountains by one branch runs over a course of 1,054 miles and by the other 1,092. One of the branches has been navigated by steam over 1,000 miles, and the other nearly the same distance. The two Saskatchewan drain what is specially known as the "fertile belt," containing not less than 90,000,000 acres of as fine wheat land as can be found in any country. Through their whole length they run through prairie land. The united length of the three main rivers, with their most important affluents that pour their accumulated waters into Lake Winnipeg, is not less than 10,000 miles. The outlet of this magnificent water system is the large river Nelson, which discharges the surplus water of the lake into Hudson Bay, and which can be rendered navigable for steamers to Port Nelson, a point eighty miles nearer to Liverpool than New York is. All this magnificent region of prairie, river and lake is British territory. Within five years it is calculated that 4,000,000 acres of this fertile prairie land will be under wheat cultivation. This means an addition to the wheat products of the world of 100,000,000 bushels. The exports of all America to the United Kingdom from the 11th of September, 1877, to May 11th, 1878—the eight shipping months—was about 100,000,000 bushels. This amount, large as it is, is not more than may be expected within the next few years to be the annual production of this new wheat field of the Winnipeg water-shed. The influences of the opening up of this new district cannot but have a most important effect on the supply of the English market. "It will make the mother country entirely independent of foreign supply." It is evident that our superiority as a grain-growing country is likely to be seriously threatened by the rich prairie wheat lands in North-western British America.

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2.—The direct security of the Dominion is given by the Statute for all deposits made.

3.—Any person may have a deposit account, and may deposit yearly any number of dollars, from \$1 up to \$300., or more with the permission of the Postmaster General.

4.—Deposits may be made by married women, and deposits so made, or made by women who shall afterwards marry, will be repaid to any such woman.

5.—As respects children under ten years of age, money may be deposited:—

FIRSTLY.—By a parent or friend as Trustee for the child, in which case the deposits can be withdrawn by the Trustee until the child shall attain the age of ten years, after which time repayment will be made only on the joint receipts of both Trustee and child.

SECONDLY.—In the child's own name—and, if so deposited, repayment will not be made until the child shall attain the age of ten years.

6.—A depositor in any of the Savings Bank Post Offices may continue his deposits at any other of such Offices, without notice or change of Pass Book, and can withdraw money at that Savings Bank Office which is most convenient to him. For instance, if he makes his first deposit at the Savings Bank at Cobourg, he may make further deposits at, or withdraw his money through, the Post Office Bank at Collingwood or Quebec, Sarnia Brockville, or any place which may be convenient to him, whether he continue to reside at Cobourg or remove to some other place.

7.—Each depositor is supplied with a Pass Book, which is to be produced to the Postmaster every time the depositor pays in or withdraws money, and the sums paid in or with-

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drawn are entered therein by the Postmaster receiving or paying the same.

8.—Each depositor's account is kept in the Postmaster General's Office, in Ottawa, and in addition to the Postmaster's receipt in the Pass Book, a direct acknowledgment from the Postmaster General for each sum paid in is sent to the depositor. If this acknowledgment does not reach the depositor within ten days from the date of his deposit, he must apply immediately to the Postmaster General, by letter, being careful to give his address, and, if necessary, write again, because the Postmaster's receipt or entry in the Pass Book is not sufficient without the further receipt for the money from Ottawa.

9.—Every depositor must send his book, once a year, viz., on the anniversary of his first deposit, for comparison with the Books of the Department, and for insertion of interest. The Book will be returned to him by first mail. At no other time should a depositor suffer his book to be out of his own possession.

10.—When a depositor wishes to withdraw money, he can do so by applying to the Postmaster General, who will send him by return mail a cheque for the amount, payable at whatever Savings Bank Post Office the depositor may have named in his application.

11.—Interest at the rate of 4 per cent. per annum is allowed on deposits, and the interest is added to the principal on the 30th June in each year.

12.—Postmasters are forbidden by law to disclose the name of any depositor, or the amount of any sum deposited or withdrawn.

13.—No charge is made to depositors on paying in, or drawing out money, nor for Pass Books, nor for postage on communications with the Postmaster General in relation to their deposits.

14.—The Postmaster General is always ready to receive and attend to all applications, complaints or other communications addressed to him by depositors or others, relative to Post Office Savings Bank business.

15.—A full statement of the Regulations of the Post Office Savings Bank may be seen in the Official Postal Guide, and at any Post Office in the Dominion.

POST OFFICE DEPARTMENT,
OTTAWA, September, 1879.

DOMINION OF CANADA.

IMMIGRATION.

- FREE GRANTS OF 160 ACRES OF PRAIRIE LAND are offered to Actual Settlers in the Province of Manitoba.
 FREE GRANTS OF 100 to 200 ACRES OF WOOD LAND are offered to Actual Settlers in other parts of Canada.
 PARTIALLY CLEARED FARMS AND BUILDINGS may be bought at reasonable prices.



ASSISTED PASSAGES.

Agricultural Labourers and their Families may obtain Assisted Passages to Canada at the following rates:—

Adults, £5 stg.; Children under eight years, £2 10s. stg.; and Infants under one year, 10s. During the winter months Special Assisted Passages will be given to Quebec *via* Halifax for £5 5s.

Female Domestic Servants (after the opening of the St. Lawrence Navigation), £4 stg.

The above arrangements remain valid until further notice.

All information relating to Passenger Warrants, in the United Kingdom, may be obtained either personally or by letter, from the CANADIAN CHIEF EMIGRATION AGENT, 31 QUEEN VICTORIA ST., C. E., LONDON, ENGLAND.

CARE OF EMIGRANTS.

Emigrants on arrival in Canada, will find Agents of the Government at the following places:—

QUEBEC.—L. Stafford.

MONTREAL.—John J. Daley.

OTTAWA, ONT.—W. J. Wills.

KINGSTON, ONT.—R. McPherson.

TORONTO, ONT.—J. A. Donaldson.

HAMILTON, ONT.—John Smith.

LONDON, ONT.—A. G. Smith.

In the Maritime Provinces there are the following Government Officers:

HALIFAX, N. S.—E. Clay.

And in MANITOBA:—WINNIPEG.—

W. Hespeler.

ST. JOHN, N. B.—Samuel Gardner.

DUFFERIN.—J. E. Tetu.

DULUTH.—W. C. B. Graham.

The Officers of the Government will meet every Steamship, Sailing Vessel, and Train bringing Immigrants. They will afford to all who apply to them the fullest advice and protection. They will also furnish information as to lands open for settlement in the respective Provinces and Districts, farms for sale, demand for employment, rates of wages, routes of travel, distances, expense of conveyance, and will receive and forward letters and remittances for immigrants, &c.

All information which immigrants obtain from the Agents of the Dominion they may accept as reliable.

DEPARTMENT OF AGRICULTURE, Ottawa, 1880.



(CIRCULAR.)

CUSTOMS DEPARTMENT.

REGULATIONS GOVERNING TRAVELLERS' CARRIAGES, &c., CROSSING THE FRONTIER.

To ensure uniformity at the frontier ports in dealing with "carriages of travellers and carriages laden with merchandise," and to afford the utmost facility to parties visiting the Dominion for transient purposes, consistent with the protection of the Revenue, the *Minister of Customs*, has approved of the following "Regulations and Restrictions."

1st.—Regular stages and hacks, when the owners or the drivers are known to the officers, may be allowed to cross the frontier and return, within two days, without being required to make an entry at the Custom House, subject only to the ordinary examination, search and inspection.

2nd.—Travellers intending to remain within the Dominion for a longer period than two days are required in all cases to report and enter their horses, carriages and travelling equipage; and in cases where they do not intend to leave at the same point at which they enter, or are uncertain on that point, they will deposit with the Collector the full amount of duty on such horses, carriages, and other dutiable articles, to be returned only on their furnishing satisfactory evidence that the same articles have been returned unchanged to the United States. Travellers intending to leave at the port of entry may be allowed to enter as above, and, in lieu of cash, to give a bond, with an approved resident surety, covering the amount of duty, and with the additional condition that such bond shall be enforced if the time specified therein be exceeded.

3rd.—The time to be allowed travellers in either case shall not exceed one calendar month; and if that time be exceeded, the entries shall be considered *bona fide* entries for duty, and be included in the accounts of the port.

4th.—All monies received by Collectors on deposit, under the above Regulations, shall be, if possible, deposited *ad interim* in a bank, in the Collector's name; and if there is no bank available, then in some other place of security under the Collector's credit, and a separate account of the receipt and disposal of such deposit should be sent quarterly to the Department.

5th.—The entries in such case should contain such a description of the horses, carriages, &c., as would enable the Collector or other officer to identify them on their leaving the Dominion; and a copy shall be furnished the owner or other person making such entry, which shall be his permit for travelling in the country.

J. JOHNSON,
Commissioner of Customs.

CUSTOMS DEPARTMENT, OTTAWA, }
January 1st, 1880.

The Weekly Gazette,

MONTREAL, Canada.

The best Paper for people to take who are contemplating emigration to Canada.

The best Paper for people to take who have friends settled in Canada.

The best Paper for the Canadian farmer and settler to take.

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Giving 8 pages of well printed matter, containing the

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Compiled with care, showing prices of Produce at different points in the Dominion.

FULL REPORTS OF ALL EVENTS

Of local interest occurring during the week.

CAREFULLY PREPARED LETTERS

From our own Correspondents at all points throughout the Dominion.

TRY IT FOR A YEAR.

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Is the leading daily newspaper of the Province, and is of especial value to merchants, bankers and business people:

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G A Z E T T E, WEEKLY, \$1.00.

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GAZETTE PRINTING COMPANY,

MONTREAL, Canada.

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OTTAWA,.....	3,650 Tons.	MONTREAL,.....	3,284 Tons.
BROOKLYN,.....	3,575 do	TORONTO,.....	3,284 do
DOMINION,.....	3,200 do	ONTARIO,.....	3,200 do
TEXAS,.....	2,750 do	TEUTONIA,.....	2,700 do
MISSISSIPPI,.....	2,600 do	QUEBEC.....	2,600 do
St. LOUIS,.....	2,000 tons.		

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IN CONNECTION WITH

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

Grants Through Tickets

FROM

**GREAT BRITAIN TO MANITOBA AND
THE NORTH-WEST TERRITORIES,**

AND HAS EXCELLENT ACCOMMODATION FOR

Cabin and Steerage Passengers at Reduced Rates.

FOR FURTHER INFORMATION, APPLY TO

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Managing Directors.

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Or,

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General Agents for Canada,

MONTREAL.

"ITALIAN WAREHOUSE."

GERMAIN & CO.

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