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THE COLONIST.

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

VOL. 6. No 12.

WINNIPEG, MAY, 1892.

ONE DOLLAR A YEAR.

Manitoba.

Grace Church, Winnipeg is to have a new organ. The cost of it will be \$6,000.

The Carman Farmer's Elevator Company is increasing its capital stock from \$10,000 to \$15,000.

The assessment roll of the village of Virden shows an increase of population since last April of 130.

Among the industries to be established in Winnipeg is a branch of the terra cotta works of Deseronto, Ontario.

Thursday, May 5th, was proclaimed a public holiday, by the Lieutenant-Governor, to be observed as Arbor Day.

A horse show was held at Winnipeg on Saturday April 23rd. Many fine animals appeared in the parade.

The Carman Standard has been revived. It is published under the management of A. K. Hogg, formerly of Winnipeg.

The storm which swept over Manitoba and the eastern parts of the Territories on Wednesday, April 27th, was a very severe one.

Mr. Robert Guane, agent for Dominion lands, for the Lake Dauphin district, will open the office at that place on or about the 1st of May.

The road-bed of the C. P. R. between Winnipeg and Rat Portage is being improved and the old rails replaced with 72 pound steel rails.

The Icelanders employed in sewer construction in Winnipeg have struck work for an advance in wages from 17½ to 20 cents per hour.

The C. P. R. telegraph service is to be extended on several of the branch lines this year. One of the proposed extensions is from Deloraine to Nepinka.

Steel & Wing, photographers, Winnipeg, have received an order from the C.P.R. for a large number of views of western farms for distribution in Europe.

Wm. Bell, Manitoba's sheep king, is making some very large shipments to the coast lately. He sends every month cattle, sheep and hogs to the value of \$35,000 to British Columbia.

Messrs. Gordon & Ironsides, of Manitou, shipped on May 4th twenty eight cars of livestock to Liverpool. Their train carried some of the finest cattle ever sent out of this county.

The Hudson Bay Company have decided to advance the price of lots in the best residential portion of their reserve in Winnipeg from \$1,000 to \$1,200 each for inside lots.

The C. P. R. intend erecting stations buildings at Gainsborough, Carnduff and Oxbow on their Souris extension. Other work for the improvement of the line is now being done.

Farmers in the Steinback and Clearsprings districts of Southeastern Manitoba have petitioned the local Government to grant the bonds asked for by the Manitoba & Southeastern Railway company

The Canada Gazette gives notice that application will be made for the Manitoba & Northwestern railway company of Canada for an act relieving it of the statutory obligation of building twenty miles during the present year.

The ladies of the Women's Christian Temperance Union, of Winnipeg, held a meeting recently to discuss the matter of serving hot coffee to the firemen during the progress of a fire. The idea was suggested after the late fire in Winnipeg.

A meeting has been held at Winnipeg of the voyageurs who accompanied Colonel Kennedy on his memorable trip to Egypt in 1884 and from which he never returned, with a view to having a monument placed over his grave in Highgate cemetery, England.

Dominion Government Savings Bank transactions in Winnipeg for the month ending April 30, were:—

Deposits	\$19,275 00
Withdrawals	27,457 87
Withdrawals exceed deposits by	\$8,182 87

A syndicate is being formed at Wawanesa, Man., to erect a flour mill with possibly suitable power attached for the purpose of establishing a woolen factory. The promoters of the enterprise include some business men in Wawanesa and adjoining municipalities.

One hundred and sixty bags of English mail passed through Winnipeg on April 24th over the C. P. R. Forty bags were for China, thirty for Japan, and the rest for British Columbia and India. This was the largest steamship mail that ever crossed the continent over this line of railway.

St. David's Society of Welshmen, Winnipeg, held a meeting in the Y.M.C.A. rooms at Winnipeg on the evening of May 2nd. A programme of entirely Welsh numbers was rendered, after which the meeting was brought to a close with the singing of "Hen wlad fy Nhadau" (the land of our fathers.)

The passenger department of the C. P. R. in addition to the company's lake service, between Fort William and Owen Sound, have completed

arrangements with the Great Northern Transfer company and the North Shore Navigation company of Ontario, whose steamers ply between Owen Sound and Sault Ste. Marie, so that tourists can visit points on Georgian bay and Manitoulin Islands. These latter steamers sail from Owen Sound on Tuesdays, Thursdays, Fridays and Saturdays, and from the Soo on Sundays, Mondays, Tuesdays and Fridays.

From the Pilot Mound Sentinel: Smoke during the day and fires at night mark the horizon. Farmers are clearing their fields of straw and stubble preparing for another crop.—During the week many new birds have arrived, crocuses have become common on the prairie, roads and streets have dried up, plows have been started by farmers and many fields have been seeded.—There is a prospect that the wild fruit crop will, this summer, be a good one, as the blossoms are not likely to be too early and so will not liable to injury.

Boyce's Carriage Works, Winnipeg, has issued a handsome illustrated catalogue. It gives a list of the various vehicles now being manufactured or handled at the works. A specialty is made of hand made work, more particularly delivery and commercial wagons. Mr. Boyce superintends the manufacturing department himself and as he has had a long experience in the business that is a guarantee of its excellence. A number of excellent lines of imported buggies and wagons are shown. This business is justly entitled to rank among the foremost in western Canada.

The sales made by the Canadian Pacific railway land department, at Winnipeg, for the month just ended are the largest in the history of the company since the days of the boom. During the month considerably over 60,000 acres were disposed of. The major portion of this was in Manitoba and much of it in the southwestern portion of the province. For the corresponding period last year only about 12,000 acres were sold, the sales this year having increased fivefold. The greater portion was disposed to actual settlers.

The following are inland revenue returns for Winnipeg for the month of April:—

Spirits	\$23,489 92
Malt	2,904 88
Tobacco	11,223 25
Cigars	614 85
Petroleum	67 60
Other receipts	147 70
Total	\$38,543 10
Collections for April, 1891	\$21,584 08
Increase	\$17,009 07

The Colonist.

A MONTHLY MAGAZINE DEVOTED TO
THE INTERESTS OF MANITOBA
AND THE TERRITORIES.

Sixth Year of Publication.

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WINNIPEG, MAY, 1892.

POOR ACCOMMODATIONS.

The Edmonton district has received a great many settlers this spring, most of whom have had to stop at the town for a few days before going on their lands.

Long ago the fact was pointed out that unless some steps were taken towards providing better accommodation for the new-comers, there would be trouble when they began to arrive. The accommodation particularly needed was an immigrant hall, or shed, where the people could be housed. No decisive action was taken, however, and towards the latter part of April, when the tide was at its full, the need of the sheds was fully demonstrated. Parties of settlers as they arrived were met with the comforting prospect of having to live and sleep under the blue canopy of heaven. It did not turn out quite so bad as that, however, thanks to the good people of Edmonton, who used every means in their power to make the new-comers comfortable. The railway company was also very active in looking after the welfare of the strangers. In the case of the Parry Sound people they very kindly loaned them the cars in which they had travelled, for a few days, though needing them in the worst way.

The trouble was aggravated by the want of means for locating lands. No survey stakes or mounds were to be found in most cases and there was no certainty that those which could be found were in their right places.

Altogether the settlers going into the Edmonton district have not been very well looked after as far as comfort and convenience were concerned.

IMPERIAL FEDERATION.

We have not heard so much lately about "Imperial Federation," the scheme which when first presented to the people of our country, a short time ago, awakened such an interest. The League which was formed to promote this scheme is not idle though, as those who read the old country papers are aware. The journal of the League, *Imperial Federation*, shows in its late issues that those who are members of the League or are directly interested in these matters are not one whit less earnest and active to-day than they were when the scheme was first presented to the public, though others may not now be taking such an interest.

The May issue of the journal contains some specially interesting articles on League matters.

Our attention was attracted to a report of a meeting of the Leeds branch of the League at which Sir Lyon Plairfair, K.C.B., as president of the branch, delivered his inaugural address. His utterances were distinguished for sound common-sense, and for the clear and pithy language in which he embodied many of the problems arising out of a consideration of this federation scheme. As some of the points touched on, bear directly on the future of our own part of the great empire of which he was speaking, it is interesting to know just what the views of this authority are. Of the League itself and its objects, he says:—

"The object of the Federation Leagues, which are now so extensively formed throughout the United Kingdom and the Colonies, is to consider how we may prevent, or at least retard, the disruption of our great empire. The subject should not be treated with heroics, but with level-headed common sense. Lord Salisbury has told us that "Imperial Federation lends itself better to peroration than to argument," and this is to a certain extent true; but there are arguments which should be urged to show the dangers of inaction and the advantages of full discussion as to the best means of avoiding them. Lord Salisbury was in a better frame of mind last year, when he said, "Imperial Federation involves neither more nor less than the future of the British Empire."

The colonies of England are divided into two great classes which materially differ in their relation to the mother country. Those over which she rules with a sort of benevolent despotism, constitute one class and those which are self-governing constitute the other.

It has cost the Mother Country hundreds of millions in money to build up her colonies, but the national debt remains on her shoulders alone. The revenues of the British possessions are growing fast and already exceed those of the Mother Country, yet she has not, nor will she, ask them to share the burden of the national debt.

Of the present relation of the colonies to one another and to the Mother Country he says: "At present there is still only an aggregation of growing countries without any political connection between themselves unless when they confederate, as in the case of the Dominion of Canada. Even with the Mother Country the Colonies have only a slender political bond. They have been likened to a diamond necklace without a string. True, they are all under one sovereign; but the power of the crown in dealing with the acts of our own or Colonial Parliaments is fast passing into desuetude."

"No wonder, then, that there is a desire both on the part of the Mother Country and of the Colonies to deliberate at least upon methods of drawing together upon some basis of common interests. At present our actual connection is that described by Edmund Burke, and it would be a sufficient connection if our interests were continuous and identical. Burke thus describes it in his celebrated speech of 1775:—"My hold of the Colonies is in the close affection which grows from common names, from kindred blood, from similar privileges, and equal protection. These are ties which, though light as air, are as strong as links of iron." The Colonies still look upon the Mother Country as *Magna virum Mater*, which might be translated freely as "Great Mother of a mighty race." Parents and children love each other as long as their sentiments and interests are mutual; they are apt to quarrel when these clash and become hostile."

At present India contributes about one-quarter of a million, and Australia, £126,000 to the naval expenditure of the home Government. The Australian contribution is for local defence,

and is not applicable to intercolonial communication. Thus we see that not only is the burden of protecting her own commerce with the colonies, and with foreign nations thrown on the shoulders of Britain, but also the protection of the commerce between the colonies themselves, and between the colonies and foreign nations. From these latter classes of commerce, she reaps not the slightest benefit, although they now threaten to exceed in volume her own traffic.

Reciprocal trade relations between England and the Colonies is another phase of the question which received the attention of the speaker. He thinks that the saying "trade follows the flag" should be changed to "financial confidence follows the flag." Under the Union Jack the colonies find credit for English capital as well as substantial help in emigrants educated at the cost of the Mother Country. Of this he says: "According to the Registrar-General, the money value of an adult man of twenty one years of age is £175, this being the sum expended in his education and upbringing. Adopting this figure, the Mother Country has supplied Australia in the last thirty years with adult emigrants who have cost the United Kingdom 175 millions sterling, to bring to a period of working ability."

Inseparably connected with every scheme, having for its object the banding together of the different parts of the British Empire, for purposes of mutual protection is the question of Britain's supply of food and raw materials. She is at present importing about 33 per cent of her food supply from her colonies and possessions, and the other 62 per cent from foreign countries, which represents in money value 47 millions sterling from the colonies and 94 millions sterling from abroad. Of her cereal food 76 per cent of the grain and 88 per cent of the flour come from foreign countries. On the United States and Russia she chiefly depends for wheaten food. But Russia is very unreliable, and the rapid growth of the population of the United States will soon make it necessary for them to curtail their exportation in order to meet the home demand. It is even estimated now that in ten or twenty years the entire production of the States will be required for their home consumption. Thus we see that it is a growing necessity that England find some new source of supply, and what better could she do than turn to her own dependencies and offer them her market. Canada is pre-eminently fitted to occupy the position of feeder to the Mother Country if we only had the population to produce the food. But according to Sir Lyon there is another condition necessary before Canada can hope to command the bread trade of Britain. He says: "Canada alone has potential powers of sufficient supply if she adopted the principle of commercial freedom. But a nation can only trade by barter. England would readily and preferentially purchase more food from Canada, if that Colony grew it in sufficient quantity; but as yet she only sends to us one-seventh the supply of wheat which we get from the United States. Canada has an admirable chance of rapidly increasing her population if she arranged her taxation so that a farming population could thrive. There is a strong tendency in the United States to restrict immigration, and emigrants would readily be diverted to Canada."

Commercial freedom is what is wanted to open for us an unfailling market for our grains and food products.

Various schemes have been suggested which it is thought that Imperial Federation could be accomplished. Fiscal Federation is one of them. The proposal is that England should put a tax on all foreign imports so as to favor colonial imports. Before this can be brought about, however, two mountains now standing in the way must be leveled. The first mountain is Protection which the Colonies believe to be essential to their prosperity; and the second is the mountain of Free Trade which England thinks is her main condition for commercial intercourse with the rest of the world. While such differences exist between the Colonies and the Mother Country it is a waste of time and energy to work for federation in the direction of fiscal unity.

Mutual bearing of the burdens of Imperial defence without fiscal unity has been suggested as another way in which the various parts of the empire could be drawn closer together, but this is also beyond the range of possibilities. What the ultimate plan adopted will be is not yet in the power of any man to say, but it will be strange if something is not soon hit upon which will at least offer a partial solution of the problem.

RUSSIAN FARMERS AND THE FAMINE.

An article, by F. C. Chappell, which appeared in the May issue of the *American Agriculturist*, affords some surprising information in regard to the true inwardness of the much talked of Russian famine. It is now pretty well known that the famine was not such a very unusual occurrence after all. This writer says: "It is commonly supposed that the present famine in Russia is quite an exceptional event. True it is that Russia is not visited at short intervals by such catastrophes, but it is known to people who have travelled much in the country that Russia is always more or less affected with 'land hungers.' The present famine terrible as it is, is only one of the many similar visitations which have fallen upon the unhappy agriculturists." Russian peasants are said to be always in a state of chronic destitution. The wave of sympathy which has swept over the civilized world for the sufferers in the present famine is due more to the enterprise of the newspapers of to-day than to anything unusually terrible in the famine itself.

We cannot quite agree with Mr. Chappell when he says: "The peasants suffer, live and die. They have done so for hundreds of years and will probably continue to do so for centuries to come." He is quite right in saying that they have done so for hundreds of years, but that they will continue to do so for centuries to come is very unlikely, after the great awakening that civilization and Christianity has had during the past winter. If we read the signs of the times correctly, this famine will truly prove to be, to the sufferers, "a blessing in disguise." The Russian Government, for very shame, can no longer ignore their wretchedness, and will no doubt as soon as possible take steps to remove as far as lies in human power those obstacles which prevent the agriculturists of the country from advanc-

ing in, at least, material welfare. This conclusion is borne out in the concluding paragraph of Mr. Chappell's article. In it he says: "The Russian Government is taking all possible means to improve the condition of agriculturists in Russia, in order to enable it to compete more successfully in the grain markets of Europe. The erection of grain elevators, agricultural banks, technical agricultural schools, reduction of railway rates for the transport of farm produce, exhibitions—all these are contemplated by the Government."

The immediate cause of this famine was, of course, failure of crops. The harvests of the years 1887 and 1888, had to some extent, improved the condition of the peasants, but 1889, 1890, and to some extent, 1891 were distinguished by bad harvests and inferior yields of grain consequently the farmers were once more reduced to a state of almost abject poverty. A reduction in the exportation of grain from St. Petersburg and the surrounding district of 62,678 tons on the crop of 1890, compared with that of 1889, betrays the extent of the crop failure for that year. Compared with the exportation from the crop of 1888, which was itself a bad year, 1890 showed a shortage in that district of 193,437 tons.

The close of 1890 saw famine staring the agricultural classes in the face and their troubles were only aggravated in 1891.

IN MANITOBA'S INTERESTS.

Allen Hubar, a member of one of the large manufacturing firms of Berlin, Ontario, spent a few days in Winnipeg during the latter part of April. He is a great admirer of this country and manifests his liking for it, by encouraging the emigration to it of the German-Canadian people of Ontario. There are a great many Germans settled in the district he comes from and some of them, of course, are always looking for better locations. These Mr. Hubar advises to go to Manitoba. He states that in the past considerable numbers of them have left for the states of Iowa and Kansas, paying from \$8 to \$10 an acre for land not nearly so good as that which the Government of Canada have been giving away. Mr. Hubar visited this country once in charge of some delegates sent out by the farmers of his district. These were highly pleased with the country and published the fact when they got home, but nothing further was done towards bringing the farmers here.

CROFTER IMMIGRATION TO BRITISH COLUMBIA.

The Government of British Columbia have accepted from the Imperial Government the first instalment of £50,000 on the loan of £150,000 which the Imperial Government offered some time ago for use in promoting the settlement of crofters in certain parts of the coast province. Interest is to be paid on the loan at a rate of three per cent. The object in view is the development of the coast fisheries of the province. For some time past the scheme has been under discussion and representatives of the British Government, who visited the province for the purpose of reporting on its feasibility, returned a very favor-

able report, and strongly urged the carrying out of the plan. Steps will be taken at once to put it in operation.

EDITORIAL NOTES.

The sales of the C.P.R. Land Department during the month of April were larger than for any like period since the boom. Some 60,000 acres were disposed of and nearly all to actual settlers. During the corresponding period of last year only about 12,000 acres were sold. It looks as though the tide had turned.

Wheat seeding in Manitoba and the Territories is now pretty nearly completed. It is a little later than usual, but if the weather remains favorable, as it is at present, the crops will be further advanced by the end of this month than they were at the same period of last year. The acreage under crop is slightly larger.

In the *Liverpool Daily Post*, of April 23rd, there appeared a letter written by A. J. McMillan, Manitoba's agent at Liverpool, in contradiction of an anonymous letter which had been published in a previous issue of that paper under the heading, "Manitoba as a Field for Emigrants." The writer had taken upon himself the imaginary task of warning the British public against the arguments which are now being freely brought forward in favor of the emigration of certain classes of old country people to Manitoba and Western Canada. Mr. McMillan very effectually destroys the venom of the article by showing the utter untruthfulness of its statements.

A report from Prince Albert, of last week, said that application was being made to the Minister of the Interior for the surveying and subdividing of twelve townships of the best land in the Prince Albert district, on which the applicants guarantee to locate 600 settlers from the states of Dakota and Maine and the province of Prince Edward's Island.

IMPERIAL
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BAKING POWDER
PUREST, STRONGEST, BEST.
 Contains no Alum, Ammonia, Lime, Phosphates, or any Injurious.
 E. W. GILLETT, Toronto, Ont.

Winnipeg to the Coast.

(Concluded.)

To the Editor of The Colonist.

SIR,—Pardon me for dropping you at the terminus of the Canadian Pacific, and leaving you so long, but had you employed your time looking about, you would have noticed a few things which would amply repay an observer. Just at this point, you are on the south shore of Burrard Inlet, which is, in width about three miles, and over twenty miles long. On the opposite side, nestling at the very base of a fine range of mountains—not altogether unlike, in outline, some of our Scottish Grampians, but perfectly wooded,—is an Indian Mission, to the left is the Narrows, where the tide in its flood and ebb, forms a rapid, that vies with the Long Sault, of the St. Lawrence.

Stanley Park is a peninsular piece of land with a bold rocky bluff on the north side, and we are forced to say that in no city in Canada, is there such a magnificent natural park. The drive around it is about four miles, and within itself it has almost everything to make a park, giant trees, fifty feet in circumference, a lake, recreation grounds, foliage of the richest kind, and "Bracken" to charm a Highlander. On the bosom of the inlet are already to be seen, shipping from the old world, and here and there the full-rigged ships, and barques for timber and lumber, lazily riding at anchor, waiting for their cargo. The modern and latest improved ocean greyhounds pay regular visits to our Canadian San Francisco. But let us have a look at the city itself. Consider yourself at the Hotel Vancouver, and behold the city, founded in 1886, and if you do not say that there has been phenomenal growth, or in the words of my first letter, that it is an overgrown city, it will be because you are too much struck to speak at all. I am not writing for advertisement, but simply as I was impressed, and when I looked upon a solidly built city, perfectly laid out—with fine drainage, a grand water system, carried from ten miles in the mountains, across the inlet. With gas lighting and electric cars, and in fact all the "modern improvements" and this in the short period of six years, in a place where giant timber, had for ages waved their lofty plumes, I can safely say, that it is an achievement of modern times. Some critical friend may say that the definition of "overgrown" is but vague, we will try to make the meaning plainer as we proceed.

When we turn our attention to the city as a point of business we are again struck with the possibilities for the future, but for some time it is apparent that its capacity is greater than required, with no cultivation to speak of the volume of business must be in handling goods, if we except the few industries that are in existence within the corporation. It is also apparent that the burden of indebtedness must be great which will tend to force values high, so that until the amount of business is done to balance the investment, we must believe it overgrown. And yet it is a good fault; it is like a fine house waiting for the family. Our stay in Vancouver came to a close

sooner than we wished and as the "Islander" steamed from the wharf, we had another splendid view of the city, we thought it a perfect site to build on. As the staunch vessel plowed through the heavy current of the narrows the old wreck of the Beaver appeared on the rocks at the base of Stanley Park. The gallant little vessel, the first steamer round the "Horn," the pioneer of navigation. To think that her bare ribs should bleach in the sun and be lashed by the angry waves, just here, seems a reproach to British navigators. But I am told that her historic frame will yet adorn the Columbia Exhibition at the World's Fair, and the gaze of the curious wonder seeker, become a recompense for her eventful career.

A run of about 80 miles over a picturesque route, among islands and surrounded by cloud and snow topped mountains, brought us in the dusk of night to the Royal city—Victoria; with one of the keenest appetites we have had since our last salt water "experience." In the morning we walked down from the "Dallas" to Beacon Hill Park, and for the next few days did nothing else but "take in" this unique city. It has been reported that the early gold miners of Cariboo after having "struck it lucky" looked about for a desirable location to live in and this place was the favorite. We agree with them in their choice. Victoria is most beautifully situated, and has a fine climate, but we hardly think the early settlers ever thought their little settlement would ever develop into a large city, in fact we think they never wanted it to grow big. But, "the best laid plans, etc." "aft gang aglie" as they have here, for Victoria is fast growing, and in a few years will hardly be recognized. It has the vested capital, it has the vantage position of the Island, it has, perhaps, the finest climate of the Canadian coast, it has a neat little harbor, too small for ocean giants, but handy for all sorts of coasters, it is the headquarters of government of military and naval depots, and must hold supremacy. It has been said that Victoria is a slow town. That will not be true much longer. A city that will spend a quarter of a million on drainage in one year, which is equipped with electric car service and electric lighting, can hardly be termed slow. But it has ever transpired that when a community spends its own wealth, it looks carefully for investment. Whereas a corporation in a new place, stimulated by speculators and imbibing speculative theories, often rushes to the neck in debt, in hopes of booming property. It is also true, that a people that are slow to move, generally move in dead earnest when they start. Vancouver, from its situation, will command the ocean traffic and will doubtless become a great city, but Victoria will be the financial centre; the home of affluence, with all its blessings and evils. It has been said that the island is not large enough to develop a metropolis. That is nonsense. It only requires cheap labor to build up the finest of manufactories.

And now we will make this reference to cheap labor the excuse for saying a few words on the Chinese question, one of the most knotty problems before the people of our Pacific province to-day. There is a natural repugnance

in all British minds against restriction, and justly so, because it is against common justice and against God's great law. This idea, this essentially selfish idea, which expects that our people will be allowed to go freely into another country while it shuts our door to that other nation, that gets and gives not, is the most narrow minded policy imaginable. A country so corrupt as to traffic in human flesh, can never expect to be a lasting credit to the name of nation. A nation so politically bigoted as to keep out a laboring community, where labor is about the first essential, is not fit for self-government. It has yet to learn the a, b, c's of political economy. We hear all kinds of queer arguments why the Chinese should not enter Canada. That they are heathens, that they do not live like white men, that they only come to earn enough of money to go back to China with to start in business, that they compete with all kinds of labor, and undersell all competitors. Now this may all be true and be the best argument in their favor. They are heathen; civilize them. How can our missionaries in China accomplish their great work, while we are undoing it in our own land? They do not live like white men; its to their credit they don't live like some white men we know of. Yet why not have a law regulating the principle of living right? It is so in Britain only so many can live in a house. If they only come to earn enough money to go back to China again, do they not leave their labor as an equivalent, and what more does any man do? And if they undersell all other labor; is that not what is just wanted? Labor is too dear at the coast for progress, and when a cheap labor market is opened up, we howl like starved wolves against what is a blessing in disguise. I endeavored to study the Chinese character for the short time it was my privilege to be in Victoria, and was received as courteously by them as by the white-people. I found them orderly when brought into contact with our own kind. On the boats crossing to Victoria it was noticed that when they lay down on the couches they took their boots off. On remarking how well they behaved to one of the boat hands, he answered: "They are a damned sight cleaner than white men squirting tobacco juice all over the place." This may not have been the most elegant rhetoric, but certainly a hard comparison on our countrymen.

To close, sir, we think it would also be true policy to be the friend of China. It is a nation of clever people, and a powerful country. We may resort to artificial means for a time to keep them out, but like their own great wall, it will crumble and die. We should not be imitators, but leaders. We profess to be a Christian people, and yet disregard the first principles of Christianity. "To do unto others as we would have them do to us." Let us rant no more about the brotherhood of man, until we learn the rudiments of common justice.

C. N. M.

A parcel post system has been established between Canada and Iceland. The rate is the same as charged on parcels to Denmark.

The *Mianodosa Tribune* says: "Settlers make a mistake that go to Lake Dauphin hoping to be able to make entries there for their homesteads. No agent has been appointed there yet, so that entries have to be made at the Dominion Lands office here."

The Emigrants of 1891.

The annual report of the Dominion Minister of Agriculture as presented to the House on April 8th, said of last year's immigration :

The total arrival of immigrant passengers and immigrant settlers last year was 187,378, as against 178,921 in 1890. Of this number 37,114 entered at custom houses with settlers' effects. The number of immigrants who arrived last year, and reported by the agent to the Dominion Department as having stated their intention to settle in Canada was 92,165, as against 75,067, in 1890. The children brought out from workhouses in Great Britain in 1890 were inspected by the officers of the Department and their reports are generally very satisfactory.

Mr. J. T. Stomshorn, agent at Regina, reports an increase of settlers in that district during the past year, the Germans outnumbering all other nationalities. From personal observation he is able to report that the settlers have prospered beyond their most sanguine expectations, and he cites the experience of one

Deer district has brought the latter into easy communication with the main line, and Mr. Miquelon reports 300 townships between Calgary and Edmonton, on each side of the river, now offer the greatest advantages to settlers; the soil and water are good, and coal and wood abundant. The whole of Mr. Miquelon's report will well repay perusal.

Mr. B. L. Baldwinson, Icelandic agent, furnishes a full report on Icelandic colonization during the year, describing his visit to Iceland and operations there, as well as his visit to various colonies of Icelanders in Manitoba and the Northwest. In it is shown the progress and present position of the Icelandic portion of the community. The Icelanders have proved to be very valuable settlers, and their steady application to work, industry and thrift have placed many of those who first came out in comparatively easy circumstances, and all settlers of that nationality appear to be prospering. Mr. Baldwinson gives details of all the Icelandic colonies, all of which are satisfactory.

Mr. A. S. Gerald, who looks after immigrants who arrives at, or pass through, Prescott,

Binder Twine.

A debate took place in the house at Ottawa recently on binder twine. On motion to go into supply, Mr. Watson, M.P., for Marquette, moved :

"That it is computed that fourteen million pounds of binding twine are annually consumed by the farmers of Canada in harvesting their crops; and, whereas, they are subjected, under the present tariff, to a duty of twenty five per cent. ad valorem, having thereby inflicted upon them a tax of \$400,000 and upward per annum, while at the same time fisherman are allowed to import twine for use in their business free of duty, and it further appears that the revenue derived from the duty on binding twine for the year 1891 amounts to \$6,192, and consequently the tax of over \$400,000 is imposed upon farmers of Canada without any appreciable advantage to the revenue, such taxation being doubly unjustifiable in view of the exemption allowed the fishermen of Canada in respect of twine used by them, that it is expedient that binding twine be placed on the free list."

A considerable debate upon the binding twine question has been looked forward to for some time. Many petitions have been sent to



C. P. R. HOTEL AT BANFF, (CANADIAN NATIONAL PARK.)

out of the many Germans settled there, to show what a few years steady industry will accomplish, combined with thrift, frugality and hard labor. Mr. E. L. Alexander, the agent at Moosejaw, reports a number of homesteads taken up within a radius of within 15 to 20 miles of his agency, but the total number of immigrants was not as large as in the previous year. His reports on the yield of crops in this district is most interesting and an evidence of the fertility of that section of the country is given in the allusion of the Moosejaw agricultural show last October.

Mr. J. Z. Miquelon, the agent at Calgary, reports an increase of some 700 settlers over last year. From careful enquiry he ascertained that the following averages per acre were the yields of the past year: wheat, 37½ bushels; oats, 44 bushels; barley, 30 bushels; potatoes, 312 bushels; turnips, 419 bushels. These returns were obtained from 49 replies to a circular sent out by him covering a district in Alberta from south-west of Macleod to north of the Saskatchewan Valley. The Calgary & Edmonton railway passing through the Red

states that 611 were dealt with by him during the past year, of which 357 were arrivals from Europe who had gradually worked their way up to New York state before crossing into British territory. Whenever possible he obtained employment for those asking it, and he reports keeping a record of parties wanting help which materially benefits both the immigrant and the employer. Mr. Gerald only reports immigrants arriving without effects at that port of entry, those who are possessed of such being reported at the customs, and appearing in the general custom's returns.

Mr. C. K. Frederickson, agent at White-wood, reports on the Hungarian colony settled in his district, which comprises also Bohemians, Germans and Roumanians. He states that although very few of these people brought any capital with them, they are now, owing to the two last bountiful harvests, in a fair way to independence, and they are generally adopting mixed farming. The immigrants last arrived at this agency are reported as arrivals elsewhere before reaching this district, and consequently do not count in his tables.

Ottawa, in favor of free binding twine, and from remarks let fall by members of the Government at various times in the past year, it was even thought by some that the Government might favor the placing of twine upon the free list. This idea, however, has proved a mistake, as Mr. Watson's motion was defeated by a full party majority.

The item of binder twine is a very important one to our farmers. In Manitoba alone, according to the statistics of the provincial agricultural department, 3,795,193 pounds of twine were used last harvest. Computed at 15 cents per pound, this makes the large amount of \$569,278.95 paid out by Manitoba farmers for twine. This is a large amount of money to be paid out by the limited number of farmers who yet comprise the agricultural population of Manitoba. Cheap binder twine is therefore to be desired in the interest of the farmer.

A branch of the bank of British North America has been opened at Woodstock, Ontario.

The Great Mackenzie Basin.

Mr. Alexander Mackenzie, a native of Inverness, born in the year 1783, emigrated to Canada and entered the service of the North-West Fur Company, and was stationed at Fort Chipewyan, on the shore of Lake Athabasca (lat. 59 degrees N.). On the 3rd of July, 1789, he started upon an exploration along the Great Slave River and Lake, and down the river which bears his name to the Arctic Sea. He returned on the 4th of September, and in a second journey, commenced in October, 1793, started from Fort Chipewyan up the Peace River, across the Columbia River, and thence westward to the Pacific Ocean at Cape Menzies opposite Queen Charlotte's Island. The narrative of his expeditions was published in London in 1801, and he was rewarded with knighthood for his services.

From the period of Mackenzie's discoveries until quite recently no effort was made by the Imperial or Colonial Governments to obtain authentic information as to the resources of this vast region belonging to the British Crown. It remained in the undisturbed possession of the Indian trapper, the Hudson's Bay Fur traders, and the missionaries to the Red Man. The remarkable success which has followed the opening up for settlement of the North-West Territory led to the Parliament of the Dominion of Canada appointing in 1887 a Committee of the Senate to "inquire into and report upon the resources of the Great Mackenzie Basin." After taking a great mass of evidence from men with an extensive knowledge of the country, including Hudson's Bay Company's officials, the eminent geological professors, Messrs. Dawson, Bell, Saunders, Selwyn, and Macoun, missionaries, arctic explorers, the Hon. Mr. Dewdney late Governor of the North-West Territory, and others, issued an interim report, 1888, in which they say:—"That the scope of the committee's inquiry embraced 1,200,000 square miles of territory, and that there is a possible area of 650,000 square miles fitted for the growth of potatoes, 407,000 suitable for barley, and 316,000 suitable for wheat. That there is a pastoral area of 860,000 square miles, 26,000 of which is open prairie with occasional groves, 274,000 square miles, including the prairie, may be considered as arable land.

That throughout the arable and pastoral area latitude bears no direct relation to summer isotherms, the spring flowers, and buds of deciduous trees appear as early north of Great Slave Lake (latitude 63 degrees) as at Winnipeg, St. Paul, Kingston, or Ottawa, and earlier on the Peace and Liard and some minor waters where the climate resembles that of Western Ontario.

That on the head waters of the Peace, Liard, and Peel rivers there is from 150,000 to 200,000 square miles which may be considered auriferous, and that silver, copper, and other valuable minerals, abound in inexhaustible quantities.

That evidence submitted to the committee pointed to the existence in the Athabasca and Mackenzie valleys to the most extensive petroleum field in America if not in the whole world.

The committee recommend that the Dominion Government should reserve 40,000 square miles of the petroleum field, as it will probably reach,

in the near future, an enormous value, and rank among the chief assets of the Dominion.

There is an immense lignite (coal) formation covering an area of upwards of 100,000 square miles which is exposed on the banks of the rivers, showing seams of great thickness.

Wheat ripens as far north as Fort Simpson (lat. 63 deg.), and the lands in the valleys of the Peace, Peel, and Liard Rivers are said to be exceedingly fertile.

The region is fairly wooded, and will afford an ample supply of all the requirements necessary for the settlement of the country.

Fish and large and small game exist in boundless quantities.

Access to this immense region has become a matter of greatest ease by the construction of the Canadian Pacific Railway; passengers can now travel by railway without interruption from Halifax in Nova Scotia to Edmonton on the Saskatchewan River, from where there is a wagon-road of ninety miles to Athabasca Landing, on the Athabasca River, where the Hudson's Bay Company have a steamer navigating this river for nearly 300 miles. With the exception of two rapids, one on the Athabasca of sixty miles, and the other on the Great Slave River, of about ten miles, connection can be made with the Great Mackenzie River which runs uninterruptedly for 1,200 miles to the Arctic Sea. The committee say that evidence was given before them showing that the difficulties of these rapids can be overcome by the construction of tramways along the banks of the respective rivers.

For many years to come the Canadian Pacific Railway, by being extended from Edmonton to Athabasca Landing, will afford an ample outlet for the produce of the petroleum fields in the Athabasca Valley. By this line (the Canadian Pacific) petroleum can be sent west to the Pacific coast and east over the whole prairie region. The evidence given before the committee by Professors Dawson, Bell, and others, was that the petroleum existing in the Athabasca and Mackenzie Valleys is practically inexhaustible, and that gold miners on the Peace River are making from fifteen to twenty dollars per day by washing the sand. Further evidence by way of supplement to the committee's interim report has lately been issued by the Dominion Government, which confirms in all essential particulars the evidence given in the report of 1888. All the witnesses concur in describing the country as exceeding healthy, some describing it as a veritable paradise, and others as the finest climate in the world.

The summer route from England to this great and interesting region can be accomplished with great ease and pleasure in about sixteen days, and at a moderate cost, by taking steamer from Liverpool to Montreal, thence by railway to Lake Huron, thence by steamer to Port Arthur, thence by the Canadian Pacific Railway to Winnipeg, Calgary and Edmonton, thence by coach to Athabasca Landing. Excellent refreshments can be had either on board the railways or the steamers, and at the various stations along the lines of railway. A more interesting and healthy summer tour is not to be found in the whole world.

JOSEPH NELSON.

National Liberal Club, London.

Ontario's Agricultural College and Experimental Farm.

Some time ago THE COLONIST received from the Ontario Department of Agriculture a copy of the "Seventeenth Annual Report of the Ontario Agricultural College and Experimental Farm," which was for the year 1891. It has been carefully read and all the important points noted and we now propose to give a few extracts, for the benefit of our readers, from some of the most interesting parts. The report as a whole is well arranged, and in its details shows that great care must have been taken in the preparation of the matter. Part 1 contains the report of the President; Part 2 the report of the Professor of Natural History and Geology; Part 3 the report of the Professor of Chemistry and of the former Professor of Chemistry; Part 4 the report of the Professor of Veterinary Science; Part 5 the report of the foreman of the Horticultural department; Part 6 the report of the College Physician; Part 7 the report of the Professor of Agriculture and Farm Superintendent, of the Experimental department, of the Farm foreman, and of the Mechanical foreman; and Part 8 the report of the Professor of Dairying. A supplementary report of the twelfth and thirteenth annual meetings of the Agricultural and Experimental Union is also given.

The report of the President embraces all the points which we wish to bring out so we will confine ourselves to it. He opens by paying tribute to the enterprise and liberality of the Minister of Agriculture and says that in consequence of it the management have been able to take several distinct steps in advance. Large additions to the equipment of the college, the Dairy and the Horticultural Departments have been made. By the purchase of the Notman collection of minerals the college came into possession of one of the best collections of fossils, minerals and rock specimens to be found anywhere outside of the large university cabinets and museums.

In the Horticultural Department the work is heavy and demands very close attention. This work embraces the care of a twenty-three acre lawn; a large collection of ornamental trees and shrubs; a four acre kitchen garden; a small nursery; a fair-sized orchard; a great variety of flower-beds, and several forest tree clumps; all needing constant attention and much labor to keep them in presentable shape.

In the Experimental Dairy department a very satisfactory year's work was done. For several years past the greater part of the building occupied by this department has been used as a creamery, which was run on the cream gathering plan, in order to ascertain whether butter making could be successfully carried on in a stock-raising district. The experiment has been quite satisfactory. Manitobans should note what the report says of this experiment. Here is the sentence: "It has been shown that even in a neighborhood which gives its attention very largely to the breeding and feeding of beef cattle—that even in such a neighborhood a creamery can be operated so as to give the butter maker fair wages for his services and pay the farmer a little more for his butter than he can get in the local markets, while it relieves his wife and family of some care and a large amount of labor." After th

experiment was satisfactorily completed it was unnecessary for the management to run the creamery any longer so changes were made with a view to increasing the facilities for making experiments in other directions. A travelling diary was sent out in June for the purpose of giving theoretical instruction and practical object lessons in milk testing and butter making. By this means it was hoped that the department would be able to assist the farmers of Ontario in their efforts to make first-class butter for their own use and for the local markets. A professor of dairying and two expert butter makers were sent with this outfit. They travelled through a great many districts of Ontario, attended a number of exhibitions and made an immense success of the expedition. They were on the road for nearly three months. The interest taken in their lectures by the farmers was intense and the work done was everywhere spoken of as being very useful. It has been decided to send out deputations this spring.

Considerable attention is given to live stock and the Hon. Mr. Dryden, Minister of Agriculture, himself went to the old country to purchase animals that were needed to complete the herds and flocks of the farm. The animals selected by him have turned out very satisfactory and have been pronounced by the best judges in the province as excellent representatives of their kinds.

In the Experimental Department, which is conducted C. A. Zavitz under the supervision of Prof. Shaw, good work was done. On the plots at the college Mr. Zavitz has tested 65 varieties of barley, 116 of oats, 44 of peas, 57 of spring wheat, 51 of fall wheat, 84 of Indian corn, 76 of potatoes, 56 of turnips, 35 of mangels, 4 of sugar beets, 15 of carrots, 9 of clover, and 7 of millet. He also tried different dates of seeding on 36 plots, mixtures of grain on 16 plots, various ways of planting and cultivating Indian corn on 16 plots, and a number of experiments with rape, roots, grasses on 153 plots. In addition to the work done at the college, valuable work was done under the control and supervision of its experimental department by members of the Ontario Agricultural and Experimental Union and other interested farmers throughout Ontario.

The total number of students in attendance in 1891 was 132, seventy-seven per cent. of whom were from the Province of Ontario. Thirty-six counties of Ontario were represented and the largest representation was from the counties of Huron, Wellington, Grey, Brant, Oxford, Ontario and Simcoe. Of the 41 who entered in October 38 were practical farmers. An analysis of the college roll book gives some interesting results. Of the 132 students on it, 15 were from England, 1 from India, 2 from Quebec, 1 from Cape Breton, 1 from New Brunswick, 2 from the Western Territories, 2 from Nova Scotia, 1 from Poland, 1 from Prince Edward Island, 1 from Scotland, 1 from Spain, 1 from the State of Wisconsin, and the balance from Ontario. The representation of religious denominations was Presbyterians 46, Methodists 43, Episcopalians 28, Baptists 5, Congregationalists 4, Friends 2, Disciples 2, Roman Catholics 1, Evangelical Association 1. The average age of students was twenty-one years.

The class-room work went on as usual during the year. All candidates for degrees were successful in passing their examinations; and a fair proportion of the first and second year students gained a respectable standing but there were still more failures than it was thought there should be. Ten candidates entered for the degree of B.S.A. and all were successful. The work in the college is divided into five departments and all candidates who get an aggregate of 75 per cent. of the marks allotted to the subjects in any department are ranked as first-class men in that department.

Two changes in the staff of the college were made during the year. C. C. James, M.A., who had been Professor of Chemistry of the college for five years and a half resigned his professorship to accept the position of Deputy Minister of Agriculture of Ontario. A. E. Shuttleworth, B.S.A., was appointed to the vacant place. The other change was also in the chemical department. George Harcourt, B.S.A., who was assistant chemist under Professor James, resigned to accept a professorship in the Charlottetown, P.E.I., college. H. H. Sharman, B.S.A., was chosen to fill his place.

The work of the Farmers' Institutes is increasing in magnitude and importance. These organizations now embrace nearly the whole province and are undoubtedly doing a great deal to improve the methods of farming, disseminate valuable information, and create an intelligent interest in agricultural pursuits. It was intended to hold a series of meetings, 112 in number, during the month of January 1892.

The financial statement shows the total net expenditure in all departments of the farm and college to have been \$58,254.19. Of this \$27,711.37 was for the college; \$18,309.63 for the farm proper; \$4,723.57 for farm implements; \$3,378.31 for the experimental dairy; \$3,378.31 for the garden, lawn, etc.; and \$753.05 for the mechanical department.

Alberta.

Edmonton district has now a branch of the Patrons of Industry.

Chas. Armitage, of Sundridge, Ont., is moving to Fort Saskatchewan.

The immigrant shed at Edmonton was ready for occupancy about April 16th.

The Edmonton *Bulletin* says: "Gold miners began work on the river on April 4th."

Pettit & Ellis have been appointed agents at Calgary for the Manitoba Loan & Trust company.

Thirty-four homestead entries were made at the land office Edmonton during the week ending April 14th.

Messrs. Bouchier & Gouin have been appointed agents for the sale of C.P.R. lands in the Innifail and Red Deer districts.

A car load of potatoes from British Columbia has been received at Calgary. This is something new in the trade movement across the Rockies.

The bill to incorporate the High River and Sheep Creek Irrigation and Water Power Company has been amended and reported by the railway committee.

The Parry Sound people who are settling in the Edmonton district passed Calgary on their way to their new homes on Tuesday and Wednesday, April 19th and 20th.

The Canadian Pacific Railway Company held an auction sale of lands at Edmonton during the first week of this month. About \$50,000 worth of land was sold, some of it bringing five and six dollars an acre.

"One day last week," says the Calgary *Herald*, "Messrs. Ings and Hicks, of High River, went out looking for some stock accompanied by four hounds, when they came all of a sudden on a large timber wolf in a bluff fighting for a calf, over which the mother stood, defending it with all her might. After a scuffle with the dogs the wolf bolted and off went dogs and horseman at break neck pace that would have left John Gilpin nowhere, when a hound made a grab and bowled the wolf over. The wolf, seizing the dog by the nose, drove his teeth right through, while another dog caught the wolf behind the cheek and held on. The drivers immediately dismounted, but having neither revolver nor stick, could only encourage the dogs by hand and voice until after a prolonged and fierce fight they were victorious. The savage animal measured 6 feet 9 inches in length and weighed 183 pounds on an empty stomach, which doubtless he expected to replenish with some tender veal that morning. The head of this denizen of the forest and the ranchers enemy is one of the largest ever seen in the district and has been sent to a taxidermist for preservation."

Assiniboia.

Moose Jaw is to have a new banking institution under the firm name of Hitchcock Bros. & McCulloch.

The question of incorporating the town of Whitewood is being discussed by its citizens.

The Ontario & Qu'Appelle Land company are making an important reduction in the price of their lands which are situated in the Qu'Appelle Valley district. Under a recent arrangement the shares of the company are accepted in payment of its land at par, and as the stock can be bought at a discount of over 30 per cent., the directors say this means that a \$5 schedule priced land will cost about \$3.50, while this discount lasts.

At Mashkeg Lake.

A new settlement is being started at Mashkeg Lake, 30 miles northwest of Duck Lake, in Assiniboia. The promoter, A. Marcelin, is a Dakotan, who last year went on a prospecting to Prince Albert and after looking over the country decided to settle at Mashkeg Lake. He was the first white settler there, but that did not detract from his enthusiasm. He built a shingle mill and planing mill and is this spring taking out a saw mill. He has induced some of his old neighbors in North Dakota to go out with him and take up land, and will no doubt shortly gather around him a number of good settlers.

The C. P. R. intend erecting new station houses at Portage la Prairie, Brandon, Regina and Calgary.

The Ghost Dance.

[In the following verses the refrain "Hul hul! hu-ah-huh!" is a phonetic expression of the peculiar song chanted by the Indians during the ghost dance.]

Hul hul hu-ah-huh!
Hear, oh, red man's Manitou:
Mouths are many; deer are few—
Hu-ah-huh!
Fill the hills with game anew—
Once again the mighty Sioux—
We will dance a dance to you—
Hu-ah-huh!

Hul hul hu-ah-huh!
Where the bison feed and grow,
Fence and furrows follow through—
Hu-ah-huh!
Far abroad the paleface strew—
And, to face the starving Sioux,
If he carries, let him rue—
Hu-ah-huh!

Hul hul hu-ah-huh!
By the Spirit's promise true—
By the Spirit's self we sue—
Hu-ah-huh!
Let the scenes of blood review!
Come and lead the valiant Sioux!
We have done, and we can do!
Hu-ah-huh!

—DAN DE FOX, in *The Great Divide*,

June, 1891.

New Areas for Wheat.

Economic writers, who know little or nothing about their subject, have of late repeated in a hundred forms the assertion that "the area of land on the earth's surface suitable for wheat-growing is about taken up." Just how these economists arrive at this conclusion it is not easy to see. Certainly there are still vast areas of land fit for wheat-growing that are not utilized at all. For example, in Africa, where many great areas of fertile well watered lands are occupied by primitive people, there are tracts of large extent that offer every essential for the successful culture of wheat. Travelers in that country tell of wide prairies, grassy, forested, watered by regular rains and dotted by lakes, where enormous crops of wheat and other cereals could be grown at slight cost. The millions of acres of fine wheat land there should be taken into account, for, within the next century, the growth of the civilized nations will certainly end in the populating of those great areas. When North America and South America shall be fully occupied, the congested European breeding centres will discharge their surplus population into Africa. They will go there as breadeaters, and they will turn Africa, or a large part of it, into a wheat-growing land, much like the winter wheat section of the United States. It might not be hard task to show that in Africa there is an area of land capable of adding at least 1,000,000,000 bu of wheat to the yearly production of the world.

Another area overlooked by the economists is Siberia. There is another great stretch of land, millions of square miles in extent, much of which is fertile, well-watered and so situated climatically as to offer great capability for both spring and winter wheat growing. Siberia contains 4,826,287 square miles, and only about 5,000,000 inhabitants. Its surface is plowed by enormous rivers and dotted by lakes. It has many millions of acres of land well situated for wheat growing. Russia is now running a great railway across the country from west to east, that will open up immense areas of land to settlement, and with the populating will go

cultivating and the introduction of the cereals. Many millions of acres of fertile soil could be planted to wheat. Should the population of the over-crowded parts of Russia flow along the new railroad in Siberia, then the economists must add Siberia to the wheat-growing countries. Africa, Siberia and other portions of the eastern hemisphere could and would, under pressure, add enormously to the wheat production of the world.

Turning to the western hemisphere, it is easy to see that the capacity for wheat culture has by no means reached its limit. Leaving out Northwestern Canada, there still remain several millions of acres of good wheat land to be accounted in the United States. Oregon, Washington, California, Idaho and Montana promise really important wheat-growing additions. Other states, even those most densely populated now, could and would add to the total area. Virginia, for instance, has 15,000,000 acres of untilled land. Texas has many millions more. In both those states wheat could be grown in enormous quantities. The same is true of Arkansas and Missouri, of Kentucky and Tennessee. The greatest crop of wheat grown in any single year in the United States was that of 1891, estimated to be 612,000,000 bu, but probably really 650,000,000 bu. If the starvation sensationalist economists will reckon up the real wheat producing ability of the United States, on a fully occupied entirely utilized area, under the intensive cultivation that will follow inevitably the denser population and greater demands for wheat, they may not find it difficult to believe in a crop of 1,000,000,000 to 1,500,000,000 bu of wheat yearly in this country.

Next account is to be taken of South America. In that continent are again millions of acres of fine cereal lands, yet wholly untouched. It needs only demand to spur these countries into production. With the certainty of large profits on the operations, capital would turn most of the South American plains into wheat fields like those of Minnesota and neighboring States. With growing populations and steady, growing and profitable markets in the older countries, the young republics of South America would astonish the world with the amounts of wheat and other cereals they would produce. The economists who are figuring out a dearth of wheat do not take into account all these areas and all the features of the wheat problem the world over. They choose to consider the supply absolutely limited to its present proportions, while the demand is yearly growing. In that way they arrive at an erroneous conclusion. They argue about wheat as certain British strategists were, a few days ago, arguing how, inside of forty days, Great Britain could gather enough soldiers to invade the United States, in case the Behring Sea difficulty ended in war. The acute strategists took it for granted that, during the required forty days, the United States would sit still and wait calmly for the invasion, instead of destroying the Welland Canal, the Canadian Pacific Railway and other avenues of invasion, and gathering a million men in arms for every ten thousand Great Britain could throw on to the continent. So the purblind economists argue that the owners of the soil will fold their hands and pay no attention to the demands that would insure them wealth in return for the products of the soil.

There is no danger of a wheat famine in this century or the next. Shifting populations will inevitably end in peopling lands now unused. Better methods of culture will almost double the average output of wheat on lands now supposed to be "worn out." Higher values will stimulate intensive culture. The growers of wheat will practice the art of feeding the soil and keeping up its fertility, while ever making greater and greater demands upon it. And then, too, account should finally be taken of the ease of communication between the remotest lands. The perfection of the system of distribution, by sea and rail, adds really to the certainty that the wheat eaters, the rulers of the earth, will always be able to secure an adequate supply of wheat. Famines like those in India and Russia will be impossible, had those countries the means to distribute their crops from surplus into deficient districts. When all the continents are peopled thickly and thoroughly covered with railroads, and when ships touch every land on earth that is peopled, the wheat supply question, as well as the general food supply question, will be solved in a way to disappoint the pessimistic, purblind prophets of the nineteenth century. — *Milling World*.

Railways in British Columbia.

Two bills having for their object the aiding of railway construction, have come before the legislature of British Columbia. One bears the title, "An Act to authorize the granting of a certain land subsidy for and in aid of the Kaslo and Slocan Railway." It provides for the granting to the Company formed to build from the town of Kaslo to a point on or near Slocan Lake, 10,240 acres per mile, upon condition that construction be commenced and finished within the time specified in the articles of incorporation. The land is to be granted in alternate blocks, and Crown grants may be increased as the work proceeds.

The other, is a bill to aid the Victoria and Sidney Railway company and provides that the Government of British Columbia may guarantee the payment of interest, until maturity, at two per cent per annum on bonds of the Company issued to an amount not exceeding \$300,000, or its equivalent in sterling money, which bonds the company is by its character authorized to issue.

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In Effect May 24th, 1890

Going South.		STATION.	Going North	
Mixed No. 6		Daily, except Sunday.	Mixed No. 6	
7 30a	Do	Lethbridge	Ar	10 00p
12 15p	Ar	Coquit	Do	6 20
		(Internat'l bound.)		
1 15	Do	Sweet Grass	Ar	4 40
3 50		Shelby Junc.		2 15
4 40		Conrad		1 30
6 15		Piegan		12 30p
7 55		Collins		10 15a
9 30		Steel		8 45
10 05		Vaughan		8 10
10 45	Ar	Great Falls	Do	7 20

Going West.		STATIONS.	Going East.	
Mixed No. 2	Daily		Fro't No. 3	Mixed D. ex. No 1
7 00p	Do	Dunmore	Ar	4 45p
10 30	Do	Grassy Lake	Ar	12 45
2 00a	Ar	Lethbridge	Do	8 55a

CONNECTIONS.

Canadian Pacific Railway at Dunmore Junction: East bound train (Atlantic Express) leaves Dunmore at 10.17. a.m.; West bound train (Pacific Express) leaves Dunmore at 5.43 p.m.

Great Northern Railway at Great Falls: South bound train to Helena, Butte, &c., leaves Great Falls at 10.35 a.m.; East bound train to St. Paul, &c., leaves Great Falls at 2.55 p.m.

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READERS can help themselves and also the advertisers of THE COLONIST by naming this Magazine when they are writing or dealing with advertisers.

On the Common.

She was a Boston maid of high degree,
With eyes that shone like incandescent lights,
And just such pouting lips as seems to me
The kiss invites.

I met her on the Common's grassy sod,
Near where the fountain plays in sportive mood;
She stood reflective, while the plastic wad
Of gum she chewed.

"It does one good to seek this spot," said I,
"When weary of the city's hum and buzz."
She ceased her waxic pastime to reply:
"That's what it does."

"This sylvan spot," then softly I averred
"The foot of man seems almost to defile."
Her voice came sweet as notes of woodland birds:
"Well I should smile."

"The balmy breezes whispering overhead
With such enchanting softness kiss the brow!"
In tones of liquid melody she said:
"You're shouting now."

"And have you noticed, fair one, how each bird
Seems here to choose its sweetest vocal gem?"
I dwelt in rapture on her every word:
"I'm onto them."

"And now the leaves like moving emeralds seem,
When in response to the sweet breeze they shake."
Her voice came soft as echo from a dream:
"They take the cake."

"And do you catch the flowers' fragrance sweet
From yonder garden when the soft wind blows?"
She answered as she viewed my rugged feet:
"You bet your nose."

"Dost wander often to this sylvan spot,
The dreamy sense of quietude to seek?"
Soft purred her answer: "Well, I take a trot
'Bout once a week."

In converse sweet I lingered by her side,
And felt that there forever I could dwell,
And as I left her, after me she cried:
"So long, old fel,"

I was not captured by her voice so rich,
Nor with her lovely face, so fresh and young,
But with the sweet dexterity with which
Her slang she slung.

—CAPT. JACK CRAWFORD,
in *Owen Sound Times*.

Lovely Maidens of Guinea.

TO BE BOUGHT FOR AN AXE PIECE—A LOW-
PRICED BEAUTY FOR A PIECE OF CALICO—
WHERE A GRASS PETTICOAT IS A
SUFFICIENT GARMENT FOR
A YOUNG LADY.

From the *Washington Star*.

"Such opportunities for matrimony as were offered me in New Guinea a few years ago I never expect to enjoy again," said Artist Sherman F. Denton, of the United States fish commission, to a STAR reporter. "My journey through the land of the Papuans was made for the purpose of collecting specimens of all sorts, such as a naturalist seeks to gather, but the people themselves are the most interesting savages I have ever met. The men and children go about entirely naked, while the women wear only short grass petticoats. I employed a young black fellow named Roboor to help me in my work. His hair was a tush of kinky fuzz and stood up on his head in a mass as big as a half bushel measure. I found out that he was in love, but he admitted with a sigh that he was too poor to marry the girl of his choice.

'You are young and strong,' said I. 'Why do you not go to work and earn enough to support yourself and your sweetheart?'

'You do not understand,' he replied.

'I have a good garden that would supply what food we wanted; besides, I can throw the spear further and truer to the mark than any other man in the district, so that I can get

plenty of kangaroos and pigs. But they will not buy the girl. Her mother wants an axe for her, and that I cannot grow in my garden or hunt in the forests with my spear.'

"The poor fellow groaned, made several disparaging remarks on his prospective mother-in-law, and finally said that if he did not love the young woman so dearly he would go away and never come back again.

'But, my boy, you need not despair,' said I. 'If the possession of an axe will secure your happiness I will give you one. I want many paradise birds, for in my country people think more of them than of axes. If you will help me get as many birds with the long plumes as you have fingers on both hands you shall have the axe on the day we get the last one.'

He accepted the proposition delightedly. At length, with his assistance, the ten good birds were procured and the axe earned. I was present when Roboor bought his wife with it. They were married the following morning, the ceremony being concluded with a wild dance and singing by a chorus of girls.

Papuan girls are sometimes very pretty. Once, when out shooting, I met a strikingly handsome young woman. She was frightened at first and turned to run away, but I quieted her fears with a small offering of beads. I should judge that she was sixteen or seventeen years old, rather tall, of fine figure, and as supple and graceful as a swan. She was very light and the warm blood glowed through the brown color of her skin. Her hair was brown and curly, and clustered about her face in a most attractive manner. Her eyes were dark, with a mischievous twinkle; her nose was straight and her mouth handsome enough for a Venus, had a dimple at each corner when she laughed. Altogether, she was a beauty.

One day, after we had been in the country a good while and were able to talk pretty well in the Papuan language, a friendly native named Lohier came to us with something important to say. After receiving assurance from us that we liked the people and the region, considering the latter as beautiful and fertile as any we had ever seen, he asked:

'Do you possess wives in America?'

'No,' we replied.

'Have you sweethearts?'

'No; we have had, but they are all married.'

'How do you like the Papuan girls?'

'Some of them are very handsome and pleasing.'

'Would you like to get married in New Guinea?'

'That depends on circumstances.'

'How much do you pay for a wife in America?'

Some are very expensive and others very cheap. Usually the expenses come after they are married. The parents of some girls are so anxious to dispose of their daughters that they buy husbands for them.'

'Would you marry any you have seen here?'

'Hardly. You see, Lohier, we came a long, long distance to get to New Guinea, and, as we are rich and very good looking, we ought to have the best your country affords.'

At that Lohier started up with a whoop and a yell and was off. We went on with our work, thinking no more about the matter.

As we were preparing our dinner one afternoon a titter and a giggle were wafted to our ears. Looking around we beheld Lohier in the midst of a group of fifteen or twenty girls, many of them of superior beauty, who were laughing and peering at us over each other's shoulders. They all wore flowers in their hair and bands of green leaves adorned their arms and ankles. Each maiden had on her best striped petticoat and some wore necklaces of dogs' teeth.

At length Lohier, stepping forward, said that he had been a long way, had visited the biggest towns of his country, and had brought back with him the most beautiful women of his nation. He hoped we would each select one that would please us, marry her and settle down in New Guinea. The parents of some of the girls had come also and were standing in the background. Our friend explained to us that the prices were high, as they were the finest girls in the land. He arranged them all in a giggling line, that they might be seen to the best advantage. Beginning with the first, he told the names and gave their different accomplishments.

'This young lady's name is Mima. She can sing, dance, work in the garden, cook kangaroo and is good tempered. The price for her is a knife and looking-glass. What do you say to her?'

'What about the next?' we asked.

'This one's name is Dimena. She is handsome, very shapely and has nice hair and eyes. Her father is rich and she can make earthen pots and fish-nets. Her father is the chief man in his village. He wants two axes for his daughter, but if you live in his town he will give you part of his big house and a garden.'

'Tell us about the next,' we said.

'Here is a nice little girl. Her name is Kioto. She is very affectionate, is kind to her aged mother, knows how to make brooms, can cook a pig without burning it and is economical. Her garden has no weeds in it and she raises excellent bananas. She wants to get married and her mother will let her go for a piece of calico large enough to make a petticoat.'

I noticed the beautiful girl whom I had met while out shooting among the number of the maidens and I was anxious to hear what Lohier would say of her. She still wore the string of beads I had given her and looked as pretty and modest as a violet. When he came to her he said:

'This is Lucena. Is she not lovely? Her arms are round as bamboo; her form is supple as the climbing vine; her skin is smooth as a young banana leaf; her hair is soft as spiders' webs; her eyes are bright as dew in the morning. She can sing like a bird and run fast as a kangaroo; she is a good housekeeper, an affectionate daughter, and comes from a good family, for her father is a great warrior.'

The value set upon the beauty was an axe, a knife, a piece of calico and a string of beads. We stood admiring her, and Lohier thought he had made a bargain. We realized that the affair might turn out seriously, perhaps, but

we turned the matter off by declaring that we were unable to make a choice among so many lovely creatures and proceeded to distribute presents liberally. To most of the girls we gave gay-colored handkerchiefs with a brass button in each. To Lucena we offered a looking-glass, and the young woman danced for our amusement, while we ate our dinner, and sang a song, which they composed as they went along, describing the whole scene and complimenting us upon our generosity. Towards evening they bade us good-bye and started for their homes."

Caught in a Bear Trap.

It was after dinner. We were cracking nuts and eating sweets, and, while so doing, one and another of the guests entertained the friends with anecdotes and incidents—chiefly reminiscent, and all with the merit of truth for the basis.

Bear hunting became the theme, and many narratives of adventure were given by members of the party. When a pause that threatened to be tedious marked the close of the last history, our host remarked that he had a bear story to tell, and, if his friends would excuse him while he went to get a relic connected with the tale, he would add his quota to the stories of the others. We expected him to bring back a bear's foot, scalp or bear-skin cap; instead, he returned with no more promising an object than a worn and aged note book. Reseating himself, he said:

"Doubtless you recall that along in the fifties I trapped in the service of the Hudson's Bay Company. Well, one spring—I think it was the spring of '52—I was up on the headwaters of the Malheur River, in southern Idaho, near the peaks called the Three Tetons. One morning in early April, I went off—alone, as usual—meaning to go farther into the mountains than I had ever done previously. I was equipped for a ride of five or six days, or even more. Away up in the very shadow of the Three Tetons I began to have lots of luck in getting pelts of mountain lion, bear and a few smaller animals.

"To the south I saw, from a high point, a deep and very long canon, and its appearance decided me to get into it by the nearest route possible. In a little while after entering it, I struck the trail of about as large a bear as I had ever followed. The snow was just deep enough to make good, easy trailing—say an inch—and as it had fallen that morning, I hoped to sight my game every minute. My pony was well trained and gave me all my time to follow the tracks. The stillness was profound, only the rustling of the pines in the light breeze and the footfalls of my horse preventing the silence from being absolute. Ahead of me I heard a twig snap, as if trod in two by some animal. My horse also seemed nervously alert. I quickly raised my eyes, but saw no living thing. On each side were the rocky walls of the canon, the tops of the ridges far above sharply defined against the clear blue sky, or fringed with giant pines, so small in seeming, so huge in fact. Nearer, the steep declivities were dotted with the same stately trees, mingled with lesser conifers and exogenous growths of great variety, but not

relieving the chill, wintry aspect of things. Far up the gap of the vast gorge stood out in bold relief the pure white peaks of the Teton, the loftiest and largest being directly in the central background. But nearer than these lofty summits was something which interested me far more. It was an evidence of the previous presence of a white man in a solitude where man seldom trod—not often disturbed by the aborigine, who leaves no trace of his presence like that I then saw before me. What was it? Do I disappoint you when I say it was a bear trap? Not a hundred feet ahead it stood, the pine logs of which it was built seeming to have been cut some time, to judge from their cracked and weather-beaten ends. I rode up and looked at the heavy hewn-timber door, which was tightly shut. The beam which had once suspended it was sprung straight and pointed to the sky at an angle of forty-five degrees. Dismounting, I peered into the great cage through one of the chinks between the logs."

At this point the narrator paused, and then, in a far-away tone, resumed:

"I shall never forget the sight that met my gaze. Seated against the back of the trap was a man, or what had been a man once! His knees were drawn up, and around them were clasped hands on which the flesh was all shriveled. His face was almost wholly exposed to my view, and on it was the same frozen, shriveled flesh. The eyes were gone, and the hollow sockets seemed to me to be fixed on my face in a sort of awful despair. In the clasp of the poor hands, as they rested on his knees, I saw a book."

Here the speaker picked up the note book I have previously spoken of, and which had been laid on the table beside him.

"This book, gentlemen, is the same one that those dead fingers held. After considering a little, I got a lever and pried open the door—a door that would have resisted the efforts at escape of all the grizzlies that could have crowded into the trap. The first thing I did was to take the book out of his clasp and see what he might have left as a message to his finders. It is self-explanatory, so I will read it—a message from the dead.

"To those who find me: My name is George Groon, native of Illinois, and to-day—November 3, 1842—I am twenty-nine years old. What a natal day! My profession has been that of hunting and trapping. I say has been, for I am convinced I will never leave this place alive. No one in the world will miss me, for I have no parents—no relatives that have ever been truly such to me, and she is dead. The name of her whose death drove me, a college man and minister of the Gospel, to these Western wilds, no one need know, save that she was my wife. In life we were together; in death we shall not be divided. Had she lived, God knows I had never been here. But all is well, since it will reunite us in the presence of our Saviour. I have been here four days. My axe is outside; my sheath knife, which might have served in effecting my escape, has by mischance slipped out of my hand, and it, too, is outside, beyond my reach. It has been snowing hard for three hours or more. How came I shut in? I had just finished this trap for

grizzily, and, in arranging the bait, I slipped and fell on the trigger. That tells the tale. I am hungry, I guess—or was, ere I got so cold. The numbness with which the freezing blast fills me tells me I shall not starve. To freeze is not very hard; to starve is—but God is good! My hand is too numb to—"

Our friend held up the book to show that the message had been interrupted by the ice king, and that the seal of death had been set upon the poor victim of the trap. He laid down the message, sipped his wine, and then broke the silence with the remark—

"So I found him. Friends, that was my sister's son! 'No relatives.' Oa, my poor lad, you hid from them, from me, and I could not find you. Caught in that cruel cage, you froze to death, and under the vast white mantle of winter you stayed as you died—stayed till I found you, lad!"

Mr. Pray seemed to speak only to his own consciousness, and as he spoke there were tears in the white-haired old man's kindly eyes. Presently he shook off the sad mien, and continued:—

"I was very careful not to knock that door down, you may readily believe! Outside in the snowy ground I chopped a grave with my nephew's axe, the only tool I had. In the hollow, under the guard of the Three Tetons, in that dark and silent gorge, beside the stream running with perpetual music, I laid all that was mortal of the poor victim of a cruel fate. Over his resting-place the great pines sing a solemn requiem as the winds sweep through them."—Will Harrold in *The Great Divide*!

Didn't Wait Long Enough.

From the New York Sun.

We were sitting on the veranda of a hotel at Niagara Falls when I noticed the man on my right looking sharply at the man on my left, and presently he got up in an excited way and walked about. After a bit he halted before the other man and asked:

"Isn't your name Graham?"

"Yes sir," was the prompt reply.

"Didn't you used to teach school in Elmira?"

"Yes, sir."

"In 1833?"

"Yes, sir."

"Do you remember a boy named God-kin?"

"Very distinctly, sir."

"Do you remember that he put a package of fire crackers under his desk and touched them off?"

"As if it happened only yesterday."

"And you basted him for it?"

"I did. I licked him for it until he could hardly stand, and I have always been glad of it."

"You have, eh?" said the other, breathing fast and hard. "Do you know that that boy swore a terrible oath?"

"I presume he did, as he was a thorough young villain."

"He swore an oath that he would grow up and hunt for you, and pound you within an inch of your life."

"But I haven't heard from him yet."

"You hear from him now! He stands before you! I am that boy!"

"Well?"

"Prepare to be licked! My time has come at last!"

He made a dive for the old pedagogue, but the latter evaded him, made a half-turn, and hit him on the jaw, and Godkin went over a chair in a heap. Then the whilom schoolmaster piled on to him and licked him until he cried "enough," and it didn't take him over three minutes to do it. Then he retired to get on another collar and replace some buttons, and as I helped Godkin up I observed:

"You didn't wait quite long enough, I guess."

"Say! That's where I made a miscue!" he replied. "I see now that I ought to have held off until he had got to be about 150 years old. The old devil is all of 70 now, but he licked me right off the reel, and I'll never have the sand to stand up to him again. Here's thirty years of waiting for vengeance knocked into a cocked hat in three minutes!"

"No Fool China Tom."

China Tom received a check Sunday from an old debtor drawn on the first National Bank of Shanghai. As he declines to explain the circumstances we are led to believe that the money was loaned to beat a game of some sort of chance. The inquiry, however, will not be pushed, as it is nobody's business but Tom's. He was so gratified on the receipt of the money that he immediately opened a bottle of wine, which offered good cheer to his friends while it lasted. He went to one of the leading banks to cash the check and found the door locked. His face wore a puzzled air until he met the ever obliging and good humored teller. It was then ten o'clock.

"Floine time to go to 'lok," said Tom, glering at Herzfeld's clock.

"What's the matter with you?" said the teller.

"Wha's mally me, no lings mally me. Wha's mally you, you no go to 'lok. You no good. Hab China check. Go down to bank, dlo' lock. Wha's mally!"

"Don't you know that the banks are closed to-day? This is Washington's birthday."

"Who 'Lashington!"

"Why, he's the father of his country. See?"

"Me no see. 'Lashington hell big man, kleep banks close, keep China Tom bloke all time. Ho own Melica?"

"No, he's only the father of it."

"Him say Chinamen no good, eh? All same Butte. Where his 'Lashington live? Ho live in Butte?"

"No, he is dead; been dead more than a hundred years."

"Glo on! Shut bank for man dead, eh? Keep China Tom's money, wha' flor?"

"Come around to-morrow and you'll get your money, if the check's good."

"Check's all light. Tom, he bloke, wan' money now, 'Lashington no 'Lashington. Melican man in China, he go to bank, got check, get money. No dead 'Lashington stop him. Difflant in Melica. Bank no got money, say Chinaman, no lun bank to-day, man dead name

'Lashington. No fool China Tom, he been in Helena too long. You pay to-day?"

"No."

"All light. China Tom get you lock up flo night," concluded the Chinaman in an angry tone, as he started to find Col. Botkin.—*Helena Independent.*

Edmonton District.

From the *Bulletin.*

The Edmonton district of the Northwest was opened to settlement by the completion of the Calgary & Edmonton railway in August of 1891. It extends from the base of the Rocky mountains eastward 300 miles and includes within its limits part of the Saskatchewan Valley and of the Mackenzie basin as well, consequently it differs widely in physical features, climate and natural resources from any other section of the Northwest, and offers a greater variety of advantages to the settler or investor than can be possibly offered by any other section of the country less fortunately situated. The district immediately surrounding the town of Edmonton is pre-eminently the country for mixed farming and residence, resembling in many ways the more fertile sections of Ontario or England. The surface of the country is gently undulating, but deeply cut by the Saskatchewan and less deeply by its tributaries, which form beautiful valleys, and in many cases give excellent water powers. Prairie and timber land are interspersed, giving a charming variety to the scenery and at the same time offering advantages to the settler which entirely timbered or entirely prairie regions cannot offer. The settler has open land on which to farm, the whole of the open and partly open country furnishes abundant pasture for stock, while the timber is a wind break in winter, and tends to prevent sudden changes of temperature in summer. At the same time it supplies fuel, fencing and building material at a most moderate cost. The soil is black mould, free from stone, gravel or sand, from one to three feet in thickness, resting on a subsoil of marley clay twenty feet in depth. This soil produces heavier crops, of the best quality, of wheat, oats, barley and roots, than any other portion of or the Territories. Wild hay is abundant, the growth of grass being most luxuriant. This is the only part of the Territories in which timothy is an assured success. There is a sufficient rainfall in all seasons, and blighting winds are unknown. There are no blizzards in winter nor cyclones in summer. Cattle raising and dairying are at present the most profitable branches of agriculture, but hog, poultry and sheep raising are also very profitable. British Columbia offers a ready market for every product of the Edmonton district at better than Montreal prices. Wild fruits are abundant and grow to perfection. Strawberry, raspberry, gooseberry, Saskatoon berry, black currant and choke cherry are the principal kinds, and there are many minor varieties. The cultivated strawberry, raspberry goose, berry and black and red currant also do well. Flowers of myriad varieties abound all summer long, the principal being the wild rose, the tiger-lily and the golden rod. Garden flowers grow luxuriantly and bloom

abundantly with ordinary care. Bee keeping is naturally associated with the growth of flowers and has been carried on successfully since the summer of 1888.

To sum up: The advantages which the Edmonton district has to offer the settler are an inexhaustible soil, a plenty of resources, a pleasant and profitable diversity of industries, a climate moderate in winter and healthful in summer, promoting physical vigor and consequent happiness as no southern climate can.

Overflowing Waters.

"During the last number of days," says the *Pilot Mound Sentinel*, "the Pembina river has presented a remarkable appearance. The water has been so high that in many places the valley has become a lake more than half a mile wide. As is the case generally with rivers in Manitoba the bank of the Pembina is often higher close to the river than further back. The embankments have been formed by the alluvial soil brought down by the current during past years and are generally covered by growing trees. Through the embankments the settlers have cut a number of drains for the purpose of drawing off the water in summer from the wild hay meadows, which in places extend over much of the valley. It is up these drains that the water has flowed, covering all the low lands. The shallow water is a paradise for ducks, geese and muskrats and large numbers of fish, mostly pike, have found their way up the drains and have scattered amongst the submerged grass to enjoy a warmth not found in the deep river. The extraordinary rise in the rivers of Manitoba this season will encourage the fish, in great numbers, to leave Lake Winnipeg and find their way up stream to inland waters."

The Hardships Endured by a Mennonite Agent From Canada.

Among the passengers per steamer *Sarnia* which arrived at Halifax on Sunday, April 17th, were a number of Mennonites who were in charge of one of their sect who has already settled in Canada. He returned to Russia last autumn to tell his brethren of the promised land, but his experience at the hands of the Czar of all the Russians was not an enjoyable one. He ventured home without a passport and was at once arrested and then charged with murder. For two months he endured imprisonment before getting free, and then only after strong intervention of the friendly consuls in Hamburg and elsewhere. He will, however, return again to bring out other of his Mennonite friends very shortly. This time, however, he will have a passport.

The *Virden Advance* has been doubled in size. A sign of prosperity.

The Allan Line steamship *Parizian* arrived at Halifax on April 2nd with 1,000 first-class emigrants bound for Western Canada.

The new dock recently opened at Melbourne, Australia, is the largest of the kind in the world with the exception of the Cavendish dock in Barrow, England.

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A Strong, Prosperous, Progressive Home Company.

Annual Income, about.....\$1,000,000
Investments 3,000,000
Insurance in force (Life) 20,000,000
Insurance in force (Accident)..... 7,000,000

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Hardware Merchant,

And inspect his large stock and prices.

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The Tide Has Turned.

Time was when Canada annually sent a large number of people to the United States. From the older settled districts of this country and the United States there is a steady stream of emigration toward the new regions of the west. There are many persons who for one reason or another desire to move. A family of young men grow up in the east, and as each one cannot possess the old homestead at home, there must be a scattering to distant parts, and naturally the face is turned toward the new West. The large number of farmers who operate rented farms in the east also have a longing to come out and possess land of their own in the west. As the older portions of eastern Canada became more closely settled, the stream of emigration began to flow out, and their choice as a rule was the western states. The only new districts at home which they could go up and possess were the heavily wooded and somewhat rugged regions of northern Ontario. To locate in the northern sections of the province named, meant a home in the backwoods, distant from railways. It meant long years of arduous toil in clearing the land and preparing it for cultivation, and it would be a lifetime almost before the country would be opened up and the comforts and conveniences of civilization brought in. Some indeed selected lands in the northern regions of their own province, and gradually the forest region to the north has been encroached upon, but the great majority went to the western states. At this time these states were being opened up to settlement and railways were being extended rapidly throughout the region. The country was prairie or mixed prairie, and to the new settler it presented none of the hardships which must be endured in hewing out a home in the forests of northern Ontario. These western states were at this time being extensively advertised throughout Canada, and nothing too good could be said about the country as a field for settlement. With no new districts at home open for settlement but the backwoods, it is therefore no wonder that thousands of our young men and middle aged men found their way to the great El dorado of the west.

Then followed the opening of what is now Western Canada for settlement, and during the last decade or two the stream of immigration from the old districts of eastern Canada has been turned mainly into this new portion of the Dominion. Still, since the opening of Manitoba and the west to settlement there have been a reduced number of Canadians going to the States, due perhaps to the fact that their friends had gone before them. The last year, however, has witnessed quite a change in the movement of emigration on this continent, and now the very region which a few years ago was drawing so many Canadians from their homes to a foreign land, is sending quite a stream of settlers to Canada. Last season a movement set in which has already resulted in adding considerably to the population of western Canada. This was nothing less than the settlement here of quite a number of families from the states to the south. Previous to last year a few families had come in, but it was not until last season that the movement began to assume such pro-

portions as to attract attention. Many of these new settlers were persons who had moved from eastern Canada to the western states, before the Canadian west was opened for settlement. They have not found the country to be the land of milk and honey which it was represented to them by the agents of railway corporations and other interested individuals, and now they are again seeking a home in the new Canadian west.

Last year a number of persons from the Dakotas and other states visited Manitoba and the Canadian territories, coming as delegates to spy out the land and report to their friends at home. In every instance these delegates were more than pleased with what they saw here, and their reports have invariably been very eulogistic of our country, describing it as a most desirable field for settlement. These visits of last year have borne fruit in bringing an increased number of settlers to us this spring from the south. Already this spring some parties of delegates have arrived from the States, one party coming from Michigan and another party from the far eastern state of Maine. These delegates have reported favorably, and we may now expect a number of settlers from these states as a result of the visits.

It now seems that the tide has fairly turned, and instead of sending annually a large number of persons to the States, we may look for a considerable inflow of population from the republic to Western Canada. As stated, quite a number of those who have already come, are Canadians who moved to the States years ago, but they are not all Canadians. Canadians will be welcomed back again, but other citizens of the republic who choose to make Canada their home, will also be as freely welcomed. Coming here they will come among a people who speak their own language and whose customs are similar. Here they will enjoy every advantage of free institutions, liberal and enlightened government, education, etc., which it is possible to enjoy in any portion of the great republic. They can make themselves at home at once, and fall in line and be one with us, for they are already educated in our language and civilization.

There is no reason why Western Canada should not share in a portion of the large stream of population which is constantly flowing from the eastern to the western states. A stream of immigration from some of the western states has already been turned in this direction, and an effort should be made to increase it, and also to induce some of those moving from the eastern states to come here. The way matters look now, there would appear to be no more promising field wherein to seek settlers for our broad prairies, than in the United States, both east and west. It is worthy of consideration, if it would not be more profitable to work this field thoroughly, than to spend time and money seeking settlers in some European countries. We can hope for no better class of settlers than those who would come from the United States, and quality is of vastly more importance than quantity, in this matter of immigration. Those who are not likely to succeed here, we do not want at all. The knowledge which those coming from the States

would possess, as to the mode of farming on this continent, would give them an advantage over most European settlers.

British Columbia.

The British Columbia legislature prorogued on Saturday, April 23rd.

The total amount collected so far in Victoria for the relief of the Russian starving peasantry is \$1,223 55.

An effort is being made to establish a local board of management of the Great Western Life Insurance Company, of Winnipeg, at Victoria.

The ss. Empress of Japan was announced to sail on the 27th of April for the Orient, and hereafter one of the Empresses will depart every three weeks.

The townsite of Sproat has been purchased by a syndicate of Victoria capitalists, who paid for it \$3,000 cash. The land will be surveyed and platted as a townsite right away.

A company is said to be in course of formation with the object of establishing a floating dry dock at Vancouver. The dock, if it is built, will be made large enough to accommodate any of the vessels which come into that port.

An order-in-council just passed throws open the agricultural lands in Kamloops land agency for homesteading by actual settlers. The Kamloops agency extends for twenty miles on each side of the Canadian Pacific railway from Dry-nock, 79 miles west of Kamloops, to the eastern boundary of Stephen.

It is said that a syndicate of English and Victoria capitalists have procured a working bond on the Whitewater gold mine on Rover Creek, about ten miles from Nelson. The purchase price is \$30,000. It is the intention to place a stamp mill on the ground as soon as sufficient work has been done to warrant the outlay.

Nelson Miner: Every prospector who returns from the Slocan country is enthusiastic about that section; but it is not every one who brings such ample grounds for enthusiasm as R. J. Kirkwood did this week. From his recently located claim about four miles below Carpenter Creek and two miles from the lake shore, Mr. Kirkwood has brought down a chunk of rock which assays 300 ounces in silver and 58 per cent. lead; the ledge being traceable for many hundred feet."

An exchange says: "The prospects for the construction of the Victoria and Sydney Railway, with mainland connections, some time during the present year are believed to be good, and, it is said, on terms advantageous to Victoria. The Provincial Government is expected to guarantee the interest on a portion of the Railway Company's bonds, which the city of Victoria will be asked to supplement with further guarantee bonds. The total guarantee will probably be \$250,000, of which the Government will guarantee one half."

Every one almost in British Columbia knows or knew of Henry Fry, J.P., of Cowichan, who has been connected with the history of the province for over 30 years, and the regret at the news of his death, which occurred on Saturday, April 16th, at Duncan's Station, will be

wide-spread. Mr. Fry was a typical British Columbian. He was 66 years of age, and for one term was a member of the Local Legislature. He had been for many years Government agent at Cowichan, and was highly respected by all who knew him. He was born at Barnstaple, England.

Vancouver News-Advertiser: "The salmon run in the Fraser has slightly improved lately the average catch being ten to the boat. The Oolachen run is steadily improving, and the market will be well supplied, in a day or two. —Mr. E. J. O'Sullivan, the principal of the British Columbia Business College, has for the third time won the first prize in penmanship against all Canada. This is an honor of which we may well be proud. —Tuesday afternoon, the stevedores at this port held a meeting, when it was decided to re-organize as a local Assembly of the Knights of Labor. The resolution was passed by 70 out of the 81 members. The new name will be the Stevedores Local Assembly of the K. of L."

Westminster Columbian, Inland notes: "Lord Aberdeen wishes it to be understood by everyone in the neighborhood that he guarantees to purchase fruit of all kinds which may be grown this season in the adjacent valleys. No one need, therefore, have any fear of obtaining a market for any class of fruit they may raise. The plans and specifications of the cannery are expected to arrive from England within ten days, when tenders will be called for its erection. It will be built at the extreme end of the line of the S. & O. on Okanagan Lake, where an acre site was given by the Okanagan

Land and Development Co. This position is the most central and convenient in every way —for the time being—for the industry in question, as it will enable fruit from the southern portion of the district to be shipped by steamer and from the northern part by train.

Edward L. Drewry

Fine Ales,
Extra Porter

—AND—

Premium Lager.

Highest Cash Price Paid for Good
Malting Barley.

Redwood Brewery

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We are pleased to be able to announce that arrangements have been made between "The Colonist" and that excellent New Brunswick magazine, "Canada" by which we are able to offer the two for \$1.50 a year. For advertisement of "Canada" see another column.

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Sold by All Grocers and Druggists.
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MANITOBA,

—THE GREAT—

GRAIN & CATTLE PROVINCE

Has Within its Borders Homes for All.

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

1887 THERE WERE UNDER CROP	663,764 ACRES.
1891 THERE WERE UNDER CROP	1,349,781 ACRES.

Increase 688,017 acres

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

Free Homesteads In some parts of Manitoba.

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

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

NOW IS THE TIME TO OBTAIN A HOME

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

**Good Markets, Railroads, Churches,
and Schools.**

AND MOST OF THE COMFORTS OF AN OLD SETTLED COUNTRY.

INVESTMENT OF CAPITAL There are very good openings in many parts for the investment of capital in manufactories and other commercial enterprises.

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

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

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

Manitoba Immigration Agency, Moncton, N.B.

Low Freight Rates.

One cent per bushel is a very low rate of freight on grain from Chicago to Buffalo, but this is the rate at which wheat was contracted for recently. This is of course by the lake route, and is a very low figure even for the water route. It is said that grain has been taken recently through to New York, from Chicago, via the lake and rail route, for 5 cents per bushel. These rates show the immense advantage to the producers of the west, of the water route to the east. The regular all-rail rate on grain from Chicago to New York, during the past closed season of navigation, has been 25 cents per 160 pounds, or equal to 15 cents per bushel. But as soon as navigation opens, the lake rate has been cut to 5 cents per bushel. Without this lake route, the trunk line railways would have matters in their own hands all the year around, and western producers would have to pay much higher rates than they are now taxed. The winter rate of the railways is no doubt lower than it would be if there were no summer water route, for the cutting down of rates in the summer, will influence winter rates also. It would be easier to maintain high rates, if there were no influences to cut them down during a portion of each year, than it now is to advance them after the close of navigation each year. Besides this, if the winter rates were advanced to very high figures, there would be more inclination to hold products over winter, for the opening of navigation in the spring. Thus it is seen that the lake route is an inestimable boon to the producers and consumers of the west, in the low summer freight rates which it offers, as well as in its tendency to keep down all-rail rates in the winter.

What we wish to show in referring to these low rates, is the immense importance of the lake route. The people of Manitoba and western Canada generally, do not seem to appreciate the full value of this water route to the east. The mere mention of a railway to Hudson bay, is sufficient to stir up the people of Manitoba to a state of unbounded enthusiasm; but here we have something in our lake route which is of more importance at the moment than a railway to Hudson bay. We do not wish to detract anything from the importance of the northern route. That route will undoubtedly be opened in time, and we believe will prove a practical route for shipment of our surplus products to Great Britain and Europe. When opened and tested thoroughly, we believe the Hudson bay route will prove a great boon to western Canada, especially to the more northerly and westerly portions of the country.

Manitoba is considered an inland region, far from the seaboard, and one of the objections urged against the country, is the cost of transporting products to the seaboard. But we have two water routes, stretching away into the centre of the continent, and offering two competing modes of transporting products at a very low cost. We refer to the lake route to the east and the Hudson bay to the north. What is needed is the developing of each of these routes to the best advantage. The rate quoted of one cent per bushel on wheat from Chicago to Buffalo, shows what the lake route is capable of doing for the producers and consumers of Manitoba, if it were developed as it can

be. What has been done between Chicago and Buffalo can be done between Fort William and Montreal, proportionate to distance of course. Fancy Manitoba wheat being carried from Fort William to Montreal at 2 to 3 cents per bushel. In comparison with the rate from Chicago to Buffalo, this is possible, but not in the present partially developed state of the lake route through to Montreal. The route must be improved, to permit of the passage of large steamers from our Lake Superior ports to Montreal. The carrying out of these improvements, is the one thing above all others which is needed in the interest of Western Canada. The enlargement of our canals, to permit of the passage of large steamers through to the ocean steamship port of Montreal, is the great hope of the grain trade of western Canada.

Leaving out of the question in the meantime the possibilities of the northern outlet via Hudson Bay, and considering only what may (and we may say can) be accomplished by the improvement of the lake route, it can be shown that the inland position of the prairie region of western Canada, is not a tremendous disadvantage in the matter of freight rates. With the improvement of our water outlets, which is bound to come in time, and the improved facilities for handling grain by rail and water, very low freight rates may be looked for in the future. The present duty of the people of the west is to contend earnestly, and on every opportunity, for the full development of the lake route. Fancy in the not very distant future, the following rate on a bushel of wheat from Winnipeg to Liverpool:

Winnipeg by rail to Lake Superior	9 cents.
Lake Superior to Montreal	3 "
Montreal to Liverpool	3 "
Interest, insurance and elevator expenses	3 "

Total afloat Liverpool

Who will say these rates may not be possible in time, though they may seem impracticable in the light of present conditions.

Now consider present cost of getting a bushel of wheat to Liverpool, via the lake route during navigation season, the winter rate being much higher:—

Winnipeg to Lake Superior	12 3-5 cents
Elevator charges Lake Superior	1 1/2 "
Lake Superior to Montreal	9 "
Elevating Montreal	3 "
Montreal to Liverpool	7 1/2 "
Insurance, commissions, exchange, etc., say	5 "

Total afloat Liverpool say

Terminal charges Liverpool	5 "
	41

Leaving off terminal charges at Liverpool, the cost of taking a bushel of wheat to the British port, it will be seen, is about double our estimate of a rate which may be possible in the future. We know shippers will smile when they see these figures, but when we consider the great reductions which have been made in the past few decades, in the expense of moving traffic, the possibility of taking Manitoba wheat to Liverpool at a cost of 18 to 20 cents per bushel should not seem entirely ridiculous. Wheat already has been carried across the Atlantic at 3 cents per bushel, 9 to 10 cents per bushel freight from Winnipeg to Lake Superior, we do not consider improbable

for the future, and with the improvement of the St. Lawrence canals, a rate of 3 to 5 cents, Fort William to Montreal, would not be an unreasonable expectation. The ocean rate of course, varies materially at different seasons of the year, being higher in the fall and winter. However, we will leave the figures with our readers to think over.—*Commercial.*

Freedom from Storms.

The freedom from severe storms in winter as well as in summer is one of the great advantages which the prairie region of Western Canada enjoys over the country to the south. Those violent wind storms which at frequent intervals sweep over the Dakotas, Minnesota, Iowa, Nebraska and other states to the south of us, are much more rare this side of the international boundary, and when they do occur here they are much milder. Occasionally the influence of these storms is felt in the southern and western portions of the Canadian prairie region. Many ferocious cyclones sweep over the states named, which are not felt in Canada at all, for the reason that the storm centre is too far south to influence weather conditions here. Others of these atmospheric commotions, which have their centre farther north in some one of the states, or which are of an exceedingly violent nature, and affecting a vast area of country, are felt this side of the boundary, but usually only in a mild form. The farther from the storm centre the less violent is the effect. These storms, it is well known, have their general course in which they travel, though varying a few hundred miles to the north or south of what may be considered their central track. Their course, however, is usually so far south that they are not felt here to any extent. The cyclone of a few weeks ago, which swept across the country from the Rocky mountains to the Mississippi valley, dealing out death and destruction in its path, was barely perceptible in Manitoba. A little later, the storm of April 27, was felt severely in the southern fringe and western portion of our prairie region. It is claimed by many who have been residents of the country for the past ten to fifteen years, that this last storm was the most violent one felt here in their experience. That this is the case, in the face of the fact that no serious damage to property occurred in Manitoba, shows the great exemption which this country has from severe storms. In the region north of Winnipeg, toward the Saskatchewan valley, the storm of April 27 was not felt. Advices from Prince Albert state that the storm was not felt there, so that it is evident it did not extend that far north.

While speaking of storms it may be well to note that there is no record of a tornado over having been experienced in Manitoba. Many people confound the tornado and the cyclone. The latter is a storm covering a wide area of country and travelling in a general course. It may or may not be of a violent nature. The tornado is a local storm which forms on the border of the cyclone and it is this which is of such a death-dealing nature, though its operations are confined to a limited area. There are usually a number of these little tornadoes accompanying every extensive cyclone, though

perhaps none of them may touch the earth's surface. But when the whirling tail of one of these ferocious little tornadoes is dragged along the surface of the country it means instant destruction to everything within its reach.

The exemption which Manitoba has enjoyed from the destructive tornado, may be satisfactorily explained. We have already stated that the general path of the cyclone is away to the south of the international boundary. Now it is a feature of the tornado that it invariably forms on the southern border of the cyclone which it accompanies. The central path of the cyclone being to the south of us, we are freed from the destructive tornado. The reason for the formation of the tornado along the southern border of the cyclone is explained to be owing to the cold and warm currents of air there coming into contact. The central path of a cyclone would require to be far north of the present well defined general course of these storms to bring us in danger of a visit from a tornado.

The Michigan Delegates.

A party of farmers' delegates from the state of Michigan, representing some 150 families, and in charge of Captain Holmes, a veteran colonizer, have been prospecting in the Canadian Northwest. Their attentions has been given principally to the Quill Lake, Yorkton and Prince Albert districts. The following testimonial which they drew up on the completion of their work, speaks for itself :

To Whom It May Concern :

We, the undersigned, who were requested by our neighbors and friends in the state of Michigan to act as delegates in our own and their behalf to prospect the Canadian Northwest hereby testify that in our opinion we have seen as good land for mixed farming, ranching in a small way, and sheep raising, as it is possible to find in any country.

We have thoroughly examined the country from Yorkton, Assa, to the Quill Lakes, and have made inquiries from people who have been in the country for the past ten years, and from what we have seen and heard, we believe that where a man puts in his crops in season he can depend upon getting a large yield and without danger from frost. We have conversed with parties and seen the grain raised in the vicinity of the Quill Lakes and believe they have never had frosted grain in that locality.

We also found an abundance of hay, both natural meadow and upland prairie, wood sufficient for all particular purposes ; a first-class soil and good water

are also making a number of additional tests, different modes of cultivation, etc., and trying a number of varieties of grain imported from the east and also from Great Britain. The areas devoted to these imported varieties will be small this year, but if they are found valuable, an increased acreage will be sown next year and we will then have a surplus of any promising varieties for distribution.

You will be pleased to learn that Bromus Inornis, a grass newly introduced by us into the country has survived the winter in excellent order and is now considerably above the ground. This kind of grass seeds very rapidly in this country and I propose sowing more of it for that purpose this season.

Another Testimony.

The following is the testimony of Mr. Geo. Irvine, a prominent farmer of Oxford township, Ontario, given after he had made a trip through Northwestern Manitoba :—"The country between Portage la Prairie and Neepawa is one of the finest for wheat growing I ever saw, the



FURROWS A MILE LONG.

It is becoming a well known fact that as we proceed northward storms become rare and less severe. In the lower valley of the North Saskatchewan it is claimed that violent atmospheric disturbances are never felt. While the influence of these great storms which have their path away to the south of us, are sometimes felt to a modified extent in the southern and western portions of the Canadian prairie region, it seems to be a fact that to the north there is a belt of country which is never disturbed by these storms. The existence of this calm belt to the north should relieve us of any fear that a cyclone will ever travel across the country in a latitude far enough north to bring us a visit from the dreaded tornado.

The north is naturally associated in the mind with cold and rough weather, and it is difficult to make the residents of the storm belt believe that to the north there is exemption from these storms. But it is becoming known as a fact, nevertheless, and it is this which makes the climate of western Canada more safe, pleasant and enjoyable, than that of regions hundreds of miles to the south of us.

in abundance. This is true also of the Prince Albert district so far as we have been able to see and learn.

We regret that we did not have time to inspect the Edmonton district, but from all we could see and learn we are thoroughly satisfied that that portion of the great Saskatchewan valley is fully as good as anything we have seen ; which in our opinion is as good a country as can be desired by any man for mixed farming, as it contains all the elements for success where a man uses even ordinary intelligence.

The soil from Yorkton to the Quill Lakes is principally a black sandy loam on a clay subsoil, mixed with lime stone and runs from 14 inches to 30 inches in depth. In fact a first-class wheat soil in our opinion, and we intend to make this country our future home, as it more than realizes our greatest expectations. (Signed.) B. J. Hazard, John N. Becket, Albert Jones, J. A. Dufoe, G. H. Lorice, C. W. Weeks, Elmrigler, John McDonald, A. W. Payne, Jas. Healy, John Shaw, Wm. Davis, George N. Newcomb, J. D. Stearns ; all of Huron, Sanilac and Montcalm counties, Michigan.

Yorkton, Assa., April 20, 1892.

Manitoba Experimental Farm.

Mr. Bedford, superintendent of the Dominion experimental farm at Brandon, Man., in a private letter written on April 29 says :—

"We have all our wheat seeding completed. The ground has been in excellent condition for sowing this season. We have a large increase in the number of varieties sown this year. We

fertility of the soil and the easy manner in which it is cultivated coupled with the fact that the land is comparatively very cheap, ought to make this one of the most important parts of the country in time. The scenery along the line west of Birtle is very grand ; but in some places it is rather too rough for wheat growing ; it is, however a splendid stock country, and a man with a small capital ought to be able to make a home for himself in a very short time. At Mr. Nelson's place, north of Yorkton, I saw one of the finest herds of cattle I ever saw, and I was very much surprised to hear that they had not been inside a stable all winter. I think that the Yorkton country is the best for stock raising and mixed farming I have ever seen in all my travels, as they seem to have an abundant supply of all the necessaries of life, viz :—Water, fuel, and a good country to support the thrifty farmer.

The Canadian Pacific Navigation Company's steamer Islander will run on the Alaska route this year. She is to make her first trip in June.

Love's Mishap.

BY JAMES DEVON.

'Twas in the pleasant month of June
And day had fled the approach of night,
A passing cloud obscured the moon,
The stars had hid their borrowed light
The evening zephyrs gently blow,
All nature seemed set red to rest
'Twas just the time when sweethearts, true
Indulging dreams, in love are blest.
Quit: slowly through the silent park
A loving pair, in converse sweet,
Am'rously wander in the dark
Until they find a lonely seat.
Then nestling in each other's arms
Life's ills forget, in raptures great.
What vows are made, what kisses past,
Words are too feeble to relate.

AN INTERVAL OF 20 MINUTES.

The clouds have passed from o'er the moon
The stars shed forth, their cold, clear light,
The lovers sigh—they fain would stay
Times march, and lengthen out the night;
A luscious kiss; another; now they rise,
Why turns he pale? Why seems she faint?
Oh, why those looks of blank surprise.
Their eyes have caught the words

W. F. PAINT

Literary Notes.

The COLONIST has received a copy of the new exponent of farmer's interests, *Patrons Advocate*. It bids fair to take a leading place among the periodicals of Manitoba. Both the editorial and mechanical work are of a high order.

One of the most valued of our exchanges is that old favorite *The Graphic*. We have noticed that of late a great change has come over the character of the illustrations in it. They seem to be very much finer than of old. Most of them are fully as good as the best half tone engravings.

The May number of the *Dominion Illustrated* monthly has reached us. Each number of this capital magazine seems to be better than the last. We think we can confidently say that its success is now assured. This number contains a number of very attractive articles, two or three of them being particularly bright and instructive. Manitobans will be glad to see that this province is not being neglected by the editors. A splendid sporting story entitled, "A River of Geese," by Mr. E. W. Sandys is given as our portion of the May number. It describes the writers experience while hunting in Manitoba.

Canada's justly celebrated journal of humor and caricature *Grip* has been sending out some excellent numbers of late. The one now before us is dated April 30th, and is fully up to any we have ever seen. The illustration which occupies the front page is a very timely and well executed one. It represents a young lady, we presume Miss Canada, drawing the attention of a lad who stands by her side—the rising generation—to a monument on which is carved the bust of the late Hon. Alex. McKenzie. The picture with the verse which follows it is entitled, "We honor the honorable." Here are the lines, they are very true and appropriate:

"His ample service to the land was this:—
Beyond, above the toils he undertook,
And those he finished—be not one forgot—
He gave the world an answer in his life
To that snug lie of this degenerate age—
'An Honest Politician cannot be.'"

Just what it means to have a man of Mr Howells' literary skill, long experience and wide personal acquaintances with authors, at the head of a magazine, is shown in the May

number of the *Cosmopolitan*. When Mr. Walker was asked if the advertisement of having Mr. Howells associated in the editorial management of the *Cosmopolitan* was worthy the large salary which a man of Mr. Howells' ability commands, he replied that he was not seeking an advertisement; that mere advertisement counted for very little, but that he wanted the *Cosmopolitan* to have the benefit of Mr. Howells' literary skill and mature judgment in making it the leading magazine of its kind in the world. An examination of the table of contents of Mr. Howells' first issue, seems to justify the confidence placed in his editorial ability. It contains a posthumous poem by James Russell Lowell; a contribution from the famous novelist, Henry James; a story by Frank Stockton; another by Hamlin Garland; "Mechanical Fight," treated by Prof. Langley, head of Smithsonian; essays by Theodore Roosevelt, Murat Halstead and Edward Everett Hale, are some of the things of interest, while in the same table of contents are found the names of Edmund Clarence Stedman, John Hay, Brander Matthews, H. H. Boyesen, Marriion Wilcox, Gertrude Smith, Edgar Fawcett, Sarah Orne Jewett, Lilla Cabot Perry, Luther G. Billings and Thomas Wentworth Higginson, Mr. Howells himself concluding the number with a farce. Even more unusual than the list of authors, is that of the artists whose work illustrates the number. It includes Walter Crane, William M. Chase, C. S. Reinhart, F. S. Church, Wilson de Maza, Frederic Remington, E. W. Kemble, Dan Beard, George Wharton Edwards, Henry Sandham, Charles Howard Johnson and Louis J. Rhead.

Immigration Notes.

On Thursday May 5th (Arbor day) Manitoba received 258 new settlers.

On May 6th there were 355 immigrants registered at the Dominion sheds at Winnipeg.

Seventy-two Russian Jews, bound for the Souris district, where they intend to start farming, passed through Winnipeg on Sunday, May 1st.

The customs officers report that seventy immigrants arrived in Winnipeg last month from the United States. This does not include those who came over in parties.

The last of the colonist excursion trains, which have been run by the C. P. R. this spring, arrived at Winnipeg on April 29th. It consisted of thirteen coaches, having on board about three hundred persons.

A party of young men, eighty in number, members of the self-help and East End Emigration Society, of London, Eng., were on board the train which arrived at Winnipeg on May 1st. A number of them are settling in the Brandon district.

Fifty lads, of ages ranging from 13 to 17, left London, England, for Canada about the 28th of April, under the auspices of the Children's Aid Society. The society is paying their expenses. Most of the boys have Winnipeg for their destination.

The *Regina Standard*, in the closing paragraph of a late editorial on the emigration question, makes this remark. "We may ro-

peat what has already been pointed out by others, viz: that tenant farmers and farm laborers, being already accustomed to agricultural pursuits, cannot fail to prosper in the Canadian territories, where free lands and vast opportunities await them.

Among the arrivals of immigrants at Winnipeg on April 21st, was a party of Germans, on their way to the colony near Yorkton, Assa. They came from that part of Germany from which forty thousand people left in a few years for Brazil. The Allen Liao agent, Mr. Berg, who was in charge of them, states that they found the climate of Brazil to oppressive and prefer this country for that reason. He believes a great immigration will shortly commence to this land from that district. The government of Germany has also refused to assist any more to settle in Brazil.

Pleased with Prince Albert.

The following testimonial was given to Immigration Agent Muir by the delegates who composed a party which recently visited Prince Albert;

PRINCE ALBERT, N.W.T., May 6.

We, the undersigned delegates from Oxford county, Maine, before leaving Prince Albert desire to express our opinion in regard to this district as to its advantages for mixed farming and stock raising. After travelling over the greater part of the Northwest Territories and visiting the Calgary and Red Deer country, which we found to be a very pretty locality, we came down to Prince Albert and after inspecting the greater part of the Carrot river Stony creek and Shell river country, which we found to be the best section of country we had seen in the Northwest, we concluded to settle here. There is plenty of good land, timber for building purposes and good water, and from samples of grain and roots seen by us in different parts of the district, this wheat section is well adapted for mixed farming and stock raising, and for the benefit of intending settlers would recommend the Prince Albert district as a good place to make a home. We kindly thank the agent and citizens generally for their attentions and information while here. (Signed), T. W. Child, F. A. Russell, Edward Murphy, Cornelius Murphy, A. H. Pice, delegates from Oxford county, Maine, U.S.

It is said that by a late scientific discovery pure butter can be made for less than five cents a pound. This is more surprising even than the astonishing statement of an American paper that good bread has recently been made by a chemical process from saw-dust. Now for canned beans from old shirt buttons, dried beef from old boots and shoes, and fresh sausage from tanbark.—Owen Sound Times.

The Dominion Express company have just issued a new tariff sheet between Liverpool and this country which came into effect on April 27. The rates have been reduced to the same charges as are made on parcel post packages, and by this change the company expect to control most of the business. The charges are 30 cents for the first pound, 10 cents for the second pound and 20 cents for each subsequent pound up to seven,

CANADIAN PACIFIC RY.

THROUGH TIME TABLE—EAST AND WEST.

Read Down Atl. Ex.	STATIONS.	Read Up. Pac. Ex.
A 3.00 Lv.....	Victoria.....	A 10.30 Am
18.30	Vancouver.....	14.25
13.10	Westminster.....	14.22
19.22	North Bond.....	8.10
4.13	Kamloops.....	23.00
10.30	Donald.....	12.35
22.25	Banff Hot Springs.....	0.45
2.20	Calgary.....	2.30
10.30	Medicine Hat.....	18.15
10.19	Dunmore.....	17.60
23.30	Regina.....	6.23
7.53 (Local)	Virchen (Local).....	21.27
10.05 Ar 7.00	Brandon.....	23.15 19.30 Ar
11.16 Lv.....	Brandon.....	20.05 Lv
14.14	Portage la Prairie.....	20.45 16.47
16.13	Winnipeg.....	A 14.20 Ar

A 11.30 am Lv.....	Winnipeg.....	Ar. A 13.50 pm
14.05	Gretna.....	11.20 am
3.00	Fargo.....	3.35
8.00	Duluth.....	8.00
6.15 am	Minneapolis.....	5.10
6.55	St. Paul.....	Lv..... 7.15

BRANCH LINES.			
10.30	5.30	12.20	Lv Winnipeg Ar..... 13.60 17.00 21.30
11.45	16.40		Morden..... 13.40 .25
17.15	17.40		Pilot Mound..... 11.16 11.00
23.00	21.00	Ar	Deloraine Lv..... 8.00 6.00

J 7.00	Lv.....	Winnipeg.....	Ar. J 16.15
11.15	Ar.....	Emerson.....	Lv..... 12.15
J 18.00	Lv.....	Winnipeg.....	Ar. K 9.55
19.30	Ar.....	West Selkirk.....	Lv..... 8.25

REFERENCES:
 A. Daily. B. daily except Sunday. C. daily except Monday.
 D. daily except Tuesday. E. daily except Wednesday. F. daily
 except Thursday. G. daily except Friday. H. daily except Sat-
 urday. I. Monday, Wednesday and Friday. K. Tuesday, Thursday
 and Saturday. L. Tuesdays and Fridays.
 *Trains east of Brandon run on central standard time; between
 Brandon and Donald on mountain standard time, and west of
 Donald on Pacific standard time.

CONNECTIONS.
 Victoria—Steamers for Puget Sound, Alaska, San Francisco and
 Southern California points.
 Vancouver—With steamers for Puget Sound, Victoria and with
 C.P.R. steamships for China and Japan.
 Revelstoke—With steamers of C.P.R. Nav. Co. for Robson, Little
 Dalles, Spokane Falls, etc.
 Dunmore—With A. R. & C. Co. for Lethbridge, etc.
 Portage la Prairie—With M. & N. W. Railway.
 Winnipeg—With branch lines diverging.
 Fort William—With C.P.R. steamers during season of navigation.
 Elegant Dining and Sleeping Cars on all through trains. Through
 tickets at lowest rates on sale at principal stations.
 W. M. McLEOD, City Passenger Agent.
 W. H. WHITE, Gen'l Supt., ROST. KEAR, Gen'l Pass. Agt.
 WISSEBOE, WISSEBOE

NORTHERN PACIFIC R.R. TIME CARD.

Taking effect on Sunday, April 3rd, 1892.
 (Central or 90th Meridian Time.)

North Bound			South Bound		
Brandon Ex. Tues. & Sat.	St. Paul Ex. Press Daily.	Miles from Winnipeg.	STATIONS.	St. Paul Express, Daily.	Brandon Ex. Mon. & Fri.
2.20p	4.25p	0	Winnipeg.....	11.10a	1.10p
2.10p	4.13p	3.0	Portage Junction.....	11.19a	1.23p
1.57p	3.53p	9.3	St. Norbert.....	11.23a	1.38p
1.46p	3.45p	15.3	Cartier.....	11.47a	1.49p
1.28p	3.26p	23.5	St. Agathe.....	12.00p	2.03p
1.20p	3.17p	27.4	Union Point.....	12.14p	2.17p
1.03p	3.05p	32.5	Silver Plains.....	12.26p	2.23p
12.50p	2.48p	40.4	Morris.....	14.45p	2.45p
	2.33p	46.8	St. Jean.....	1.00p	
	2.13p	56.0	Letellier.....	1.24p	
	1.60p	65.0	Emerson.....	1.50p	
	1.31p	68.1	Pomina.....	2.00p	
	0.45a	168	Grand Forks.....	5.50p	
	5.35a	223	Winnipeg Junction.....	9.50p	
	8.35a	470	Minneapolis.....	6.30a	
	8.00p	481	St. Paul.....	7.05a	
	9.00p	533	Chicago.....	9.33a	

MORRIS-BRANDON BRANCH.

East Bound.			West Bound.		
Freight Mon. & Fri. Wed. & Sat.	Passenger Tues. & Sat. Thur. & Sun.	Miles from Morris.	STATIONS.	Passenger Mon. & Fri. Wed. & Sat.	Freight Tues. & Sat. Thur. & Sun.
12.20p	3.20p	0	Winnipeg.....	1.10p	3.00a
7.00p	12.40p		Morris.....	2.55p	3.45a
6.10p	12.15p		Low Farm.....	3.18p	3.30a
5.14p	11.48p	10.0	Myrtle.....	3.43p	10.10a
4.49p	11.37a	21.2	Roland.....	3.53p	10.39a
4.00p	11.18a	25.9	Rosebank.....	4.05p	11.13a
3.30p	11.03a	33.5	Miami.....	4.25p	11.50a
2.45p	10.40a	39.6	Deerwood.....	4.45p	12.38p
2.20p	10.23a	49.0	Altamont.....	5.01p	1.05p
1.40p	10.03a	54.1	Sumner.....	5.21p	1.45p
1.13p	9.53a	62.1	Swan Lake.....	5.37p	2.17p
12.43p	9.37a	68.4	Indian Springs.....	5.52p	2.48p
12.19p	9.26a	73.6	Maricopolis.....	6.03p	3.12p
11.46a	9.10a	79.4	Greenway.....	6.20p	3.45p
11.16a	8.53a	88.1	Balder.....	6.35p	4.18p
10.29a	8.30a	92.3	Belmont.....	7.06p	5.07p
9.52a	8.12a	102.0	Hilton.....	7.38p	5.45p
9.10a	7.57a	109.7	Ashdown.....	7.53p	6.25p
9.02a	7.47a	120.0	Wawanesa.....	8.06p	6.38p
8.16a	7.24a	129.5	Rounthwaite.....	8.23p	7.07p
7.33a	7.04a	137.2	Martinville.....	8.48p	8.05p
7.00a	6.45a	145.1	Brandon.....	9.10p	8.45p

West-bound Passenger Trains stop at Belmont for meals

PORTAGE LA PRAIRIE BRANCH.

East Bound.			West Bound.		
Mixed daily except Sunday.	Miles from Winnipeg.	STATIONS.	Mixed daily except Sunday.		
11.35a	0	Winnipeg.....	4.30p		
11.15a	3.0	Portage Junction.....	4.41p		
10.40a	11.5	St. Charles.....	5.13p		
10.41a	14.7	Headingley.....	5.20p		
10.17a	21.0	White Plains.....	5.45p		
9.20a	35.2	Eustace.....	6.33p		
9.06a	42.1	Oakville.....	6.56p		
8.25a	55.5	Portage la Prairie.....	7.40p		

Passengers will be carried on all regular freight trains.

Pullman Palace Sleeping and Dining Cars on St. Paul and Minneapolis Express daily.

Connection at Winnipeg Junction with two Vestibuled through trains daily for all points in Montana, Washington, British Columbia, Oregon and California; also close connection at Chicago with eastern lines.

CHAS. S. FEE, H. SWINFORD,
 G. P. & T. A. General Agent,
 St. Paul. Winnipeg

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

Intercolonial Railway of Canada

—THE—

DIRECT ROUTE BETWEEN THE WEST AND ALL POINTS ON THE ST. LAWRENCE AND BAIE DES CHALEUR, PROVINCE OF QUEBEC;

—ALSO FOR—

NEW BRUNSWICK, NOVA SCOTIA, PRINCE EDWARD AND CAPE BRETON ISLANDS, NEWFOUNDLAND AND ST. PIERRE.

Express trains leave Montreal and Halifax daily (Sun days excepted) and run through without change between these points in 30 hours.

The through express train cars of the Intercolonial Railway are brilliantly lighted by electricity and heated by steam from the locomotive, thus greatly increasing the comfort and safety of travellers.

New and elegant Buffet Sleeping and Day Cars are run on all through express trains.

CANADIAN EUROPEAN MAIL AND PASSENGER ROUTE.

Passengers for Great Britain or the Continent, leaving Montreal on Friday morning, will join outward mail steamer at Halifax on Saturday.

The attention of shippers is directed to the superior facilities offered by this route for the transport of flour and general merchandise intended for the eastern provinces and Newfoundland; also for shipments of grain and produce intended for the European market.

Tickets may be obtained and all information about the route; also freight and passenger rates on application to

N. WEATHERSTON,
 Western Freight and Passenger Agent,
 93 Rosin House Block, York St., Toronto.

D. POTTINGER,
 Chief Superintendent.

Railway Office,
 Moncton, N.B., 14th November 1889.

Manitoba and Northwestern R'y Co.

Time Card.

Taking Effect Monday, April 6th, 1891.

Regular passenger trains run as follows:

WESTBOUND.

Leave Winnipeg, at 11.00.
 Tuesday, Thursday and Saturday for Portage la Prairie, Rapid City, Yorkton and Intermediate stations.
 NOTE—A mixed train for Russell makes close connection at Binscarth on Tuesday and Thursday.

EASTBOUND.

Leave Yorkton Monday, Wednesday and Friday at 5.05.

NOTE—A mixed train leaves Russell at 7 on Wednesday and Friday and makes connection at Binscarth with train for Winnipeg.

Leave Rapid City on Mondays, Wednesdays and Fridays at 10.10

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

Tuesdays Thursdays Saturdays	Miles from Winnipeg.	STATIONS.	Mondays, Wednesdays Fridays.
Leave			Arrive.
11.00	00.....	Winnipeg.....	17.20
12.50 ar	50.....	Portage la Prairie.....	1v 16.20
13.00 lv			ar 16.20
14.45	91.....	† Gladstone.....	13.65
15.50	117.....	Neepawa.....	12.23
16.45	135.....	Minnedosa.....	11.45
17.45 ar	150.....	Rapid City.....	lv 10.10
18.21	171.....	Shoal Lake.....	9.57
19.45	194.....	† Birnie.....	lv 8.65
20.25	211.....	Binscarth.....	7.65
21.32	230.....	† Langenburg.....	6.48
23.15	279.....	Yorkton.....	lv 5.05

† Meals.

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

W. R. BAKER, Gen. Supt. A. McDONALD, Asst.-Gen. Pass. Agent

**THE WESTERN CANADA
LOAN AND SAVINGS COMPANY.**

CAPITAL, \$1,500,000.00.
RESERVE FUND \$350,000.00.

HEAD OFFICES, TORONTO.
WALTER S. LEE, . . . Managing Director.

BRANCH OFFICES, WINNIPEG.
W. M. FISHER, Manager.

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

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

H.S. WESBROOK
DEALER IN
**AGRICULTURAL
IMPLEMENTS**
COMMISSIONS EXECUTED - CORRESPONDENCE SOLICITED
H.S. WESBROOK, WINNIPEG, MAN.

THE HUDSON'S BAY CO.

Under an Agreement with the Crown, are entitled to one-twentieth of the
lands in the Fertile Belt of Manitoba and the Canadian North-West.

The Company's Sections comprise some of the
best Farming, Stock-Raising and Coal Lands
in the Country.

They are offered for Sale at Moderato Prices, on Easy Terms
of Payment, and without any Conditions of Settlement.

Town Lots for Sale at Victoria, Winnipeg, Fort
William, Rat Portage, Portage la Prairie, Fort Qu'Appelle,
Prince Albert and Edmonton.

Full and accurate descriptions of the Company's Lands will be furnished
to intending purchasers on application, either personally, or by
letter, at the offices of the Company, Main and York Sts., Winnipeg.

TRAVELLERS AND SETTLERS

WILL FIND EVERY REQUISITE

—AT—

THE COMPANY'S STORES.

WHICH ARE DISTRIBUTED THROUGHOUT THE COUNTRY.

C. C. CHIPMAN, Commissioner, WINNIPEG.

The Canada North-west Land Co., Ltd.

THIS COMPANY have the option of selecting, under the terms of their agreement with the Canadian Pacific Railway,

FARMING AND GRAZING LANDS
in Manitoba and the Northwest Territories, which are now Offered for Sale on Easy Terms of Payment,

Without any Conditions of Settlement or Cultivation.

Buyers of Lands from this Company have the privilege of paying for their purchases in the Company's shares. As the
shares are quoted in the market at a considerable discount, this is a very favorable time for purchasing Land.

The Company offer for Sale

TOWN LOTS

in all the Towns and Villages on the Main Line of the Canadian Pacific Railway between Brandon and the Rocky Mountains.

For further information apply to

W. B. SCARTH, Land Commissioner,

339 Main Street, WINNIPEG.

FREE FARMS FOR MILLIONS

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

MANITOBA AND THE WESTERN TERRITORIES OF CANADA,

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

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

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

Climate.—The Healthiest in the World.

The Canadian Government gives **FREE FARMS OF 160 ACRES** to every male adult of 18 years, and to every female who is head of a family, on condition of living on it,
offering independence for life to every one with little means, but having sufficient energy to settle.

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