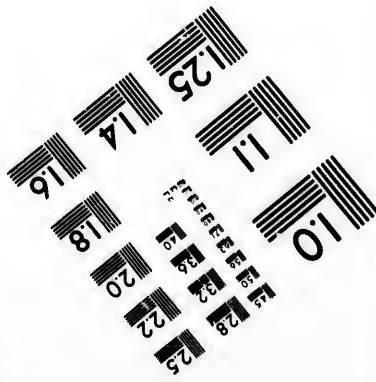
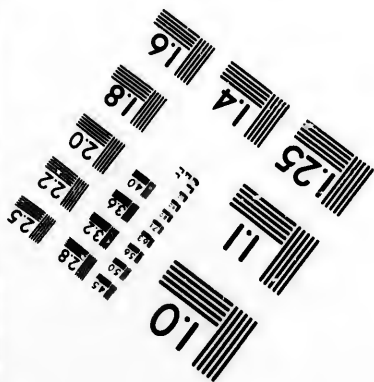
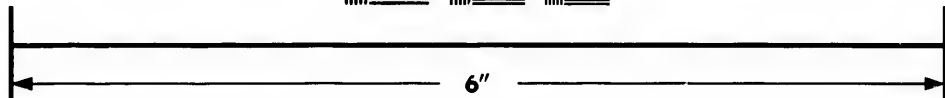
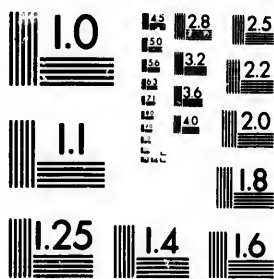


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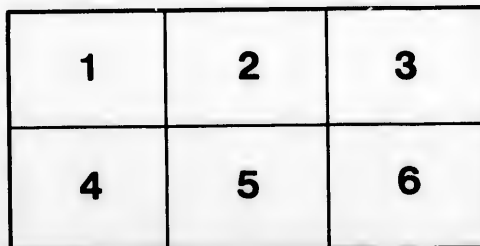
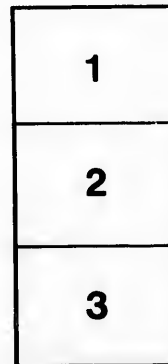
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LAND MAP
OF

MANITOBA

and

CANADIAN

NORTH WEST

SYSTEM OF SURVEY.

The Canadian North West is laid off in Townships six miles square, containing thirty-six sections of 640 acres each, which are again sub divided into quarter sections of 160 acres. Each square on the map to the back of this descriptive matter represents a township of 640 acres. A road allowance, having a width of one chain, is provided for on each section-line running north and south, and on every alternate section line running east and west. The following diagram shows a township with the sections numbered and apportioned:—

TOWNSHIP DIAGRAM.

640 ACRES.		N.					
1 MILE SQUARE.	31	32	33 C. N. W. or C. P. R.	34	35	36	E.
	C. P. R.	Gov.		Gov.	C. P. R.	Gov.	
	30	29	28	27	26	25 C. N. W. or C. P. R.	
	Gov.	Schools.	Gov.	C. P. R.	H. B.		
	19	20	21 C. N. W. or C. P. R.	22	23	24	
	C. P. R.	Gov.		Gov.	C. P. R.	Gov.	
	18	17	16	15	14	13 C. N. W. or C. P. R.	
	Gov.	C. P. R.	Gov.	C. P. R.	Gov.		
	7	8	9 C. N. W. or C. P. R.	10	11	12	
C. P. R.	H. B.		Gov.	Schools.	Gov.		
6	5	4	3	2	1 C. N. W. or C. P. R.		
Gov.	C. P. R.	Gov.	C. P. R.	Gov.			
W.		S.					

C. P. R.—Canadian Pacific Railway Company's Lands. **GOV.**—Government Homestead and Pre-emption Lands. **SCHOOLS.**—Sections reserved for support of Schools. **H. B.**—Hudson's Bay Company's Lands. **C. N. W.**—Canada North-West Land Company's Lands for as far west from Winnipeg as Moose Jaw only. Sections 1, 9, 13, 21, 25, and 33, from Moose Jaw westward, still belong to the Canadian Pacific Railway Company.

It will thus be seen that the sections in each township are apportioned as follows:—

OPEN FOR HOMESTEAD AND PRE-EMPTIONS.—Nos. 2, 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 28, 30, 32, 34, 36.

CANADIAN PACIFIC RAILWAY SECTIONS.—1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35.

Nos. 1, 9, 13, 21, 25, 33 along the main line, Winnipeg to Moose Jaw, sold to the Canada North-West Land Company, the balance of their lands being principally in Southern Manitoba.

SCHOOL SECTIONS.—Nos. 11, 29 (reserved by Government solely for school purposes).

HUDSON'S BAY COMPANY'S SECTIONS.—Nos. 8 and 26.

FREE GRANTS, PRE-EMPTIONS, &c.

How to obtain them in the Canadian North-West.

DOMINION LANDS REGULATIONS.

Under the Dominion Lands Regulations all Surveyed even-numbered sections, excepting 5 and 20, in Manitoba and the North West Territories, which have not been homesteaded, reserved to provide wood lots for settlers, or otherwise disposed of or reserved, are to be held exclusively for homesteads and pre-emptions.

HOMESTEADS.—Homesteads may be obtained upon payment of an Office Fee of Ten Dollars, subject to the following conditions as to residence and cultivation:

In the "Mile Belt Reserve," that is the even numbered sections lying within one mile of the Main Line or Branches of the Canadian Pacific Railway, and which are not set apart for town sites or reserved in connection with town sites, railway stations, mounted police posts, mining and other special purposes, the homesteader shall begin actual residence upon his homestead within six months from the date of entry and shall reside upon and make the land his home for at least six months out of every twelve months for three years from the date of entry; and shall, within the first year after the date of his homestead entry, break and prepare for crop ten acres of his homestead quarter section; and shall within the second year crop the said ten acres, and break and prepare for crop fifteen acres additional, making twenty-five acres; and within the third year after the date of his homestead entry, he shall crop the said twenty-five acres, and break and prepare for crop fifteen acres additional, so that within three years of the date of his homestead entry, he shall have not less than twenty-five acres cropped, and fifteen acres additional broken and prepared for crop.

Land other than that included in Mile Belt, Town Site Reserves, and Coal and Mineral Districts, may be homesteaded in either of the three following methods:

1. The homesteader shall begin actual residence on his homestead and cultivation of a reasonable portion thereof within six months from date of entry, unless entry shall have been made on or after the first day of September, in which case residence need not commence until the first day of June following, and continue to live upon and cultivate the land for at least six months out of every twelve months for three years from date of homestead entry.

2. The homesteader shall begin actual residence as above, within a radius of two miles of his homestead, and continue to make his home within such radius for at least six months out of every twelve months for the three years next succeeding the date of homestead entry; and shall within the first year from date of entry break and prepare for crop ten acres of his homestead quarter section; and shall within the second year crop the said ten acres, and break and prepare for crop fifteen acres additional, making twenty-five acres; and within the third year after the date of his homestead entry he shall crop the said twenty-five acres, and break and prepare for crop fifteen acres additional, so that within three years of the date of his homestead entry he shall have not less than twenty-five acres cropped, and shall have erected on the land a habitable house in which he shall have lived during the three months next preceding his application for homestead patent.

3. The homesteader shall commence the cultivation of his homestead within six months after the date of entry, or if the entry was obtained after the first day of September in any year, then before the first day of June following; shall within the first year break and prepare for crop not less than five acres of his homestead; shall within the second year crop the said five acres, and break and prepare for crop not less than ten acres in addition making not less than fifteen acres in all; shall have erected a habitable house on the homestead before the expiration of the second year, and on or before the commencement of the third year shall have begun to reside in the said house, and shall have continued to reside therein and cultivate his homestead for not less than three years next prior to the date of his application for patent.

In the event of a homesteader desiring to secure his patent within a shorter period than the three or five years, as the case may be, he will be permitted to purchase his homestead, or homestead and pre-emption, as the case may be, on furnishing proof that he has resided on the homestead for at least twelve months subsequent to date of entry, and in case entry was made after the 25th day of May, 1883, has cultivated thirty acres thereof.

PRE-EMPTIONS.—Any homesteader may, at the same time as he makes his homestead entry, but not at a later date, should there be available land adjoining the homestead, enter an additional quarter section as a pre-emption, on payment of an office fee of ten dollars.

The pre-emption right entitles a homesteader, who obtains entry for a pre-emption, to purchase the land so pre-empted on becoming entitled to his homestead patent; but should the homesteader fail to fulfil the homestead conditions he forfeits all claim to his pre-emption.

The price of pre-emptions, not included in Town Site Reserves, is two dollars and fifty cents an acre. Where land is north of the northerly limit of the land grant, along the main line of the Canadian Pacific Railway, and is not within twenty-four miles of any branch of that Railway, or twelve miles of any other Pacific Railway, pre-emptions may be obtained for two dollars per acre.

Payments for land may be in cash, scrip, or Police or Military Bounty warrants.

TIMBER.—Homestead settlers, whose land is destitute of timber, may, upon payment of an office fee of fifty cents, procure from the Crown Timber Agent a permit to cut the following quantities of timber free of dues: 30 cords of wood, 1,800 lineal feet of house logs, 2,000 fence rails, and 400 roof rails.

In cases where there is timbered land in the vicinity, available for the purpose, the homestead settler, whose land is without timber, may purchase a wood lot, not exceeding in area 20 acres, at the price of five dollars per acre cash.

Licenses to cut timber on lands within surveyed townships may be obtained. The lands covered by such licenses are thereby withdrawn from homestead and pre-emption entry, and from sale.

INFORMATION.—Full information respecting the land, timber, coal and mineral laws, and copies of the regulations, may be obtained upon application to THE SECRETARY OF THE DEPARTMENT OF THE INTERIOR, Ottawa, Ontario; THE COMMISSIONER OF DOMINION LANDS, Winnipeg, Manitoba; or to any of the Dominion Land Agents in Manitoba or the North-West Territories.

A. M. BURGESS, Dep. Minister of Interior

WHERE TO OBTAIN FREE GRANTS, PRE-EMPTIONS

— AND —

Full Information as to Government Lands.

DOMINION LAND OFFICES AND DISTRICTS:

- WINNIPEG.**—East of 1st meridian, as far as surveyed.—West boundary in township 1, east line of range 1 east; townships 2 and 3, meridian line; townships 4, 5, 6 and 7, west line of range 4 west; townships north of and including 8 to range 8 west. Agent: A. H. WILTCHEK, Winnipeg.
- DUFFERIN.**—Township 1, range 1 east to 14 west; townships 2 and 3, ranges 1 to 14 west; township 4, ranges 5 to 14 west; townships 5, 6 and 7, ranges 5 to 12 west. Agent: W. H. HIAM, Manitou.
- SOURIS.**—Township 5, ranges 13 to 18; townships 6 and 7, range 13 to 2nd meridian; townships 8 to 12, range 9 to 2nd meridian. Agent: E. C. SMITH, Brandon.
- TURTLE MOUNTAIN.**—Townships 1 to 4, range 15 to 2nd meridian; township 5, range 19 to 2nd meridian. Agent: JOHN FLESHER, Deloraine.
- LITTLE SASKATCHEWAN.**—Townships north of and including 13, ranges 9 to 22 west. Agent: W. M. HULLIARD, Minnedosa.
- BIRTLE.**—Townships north of and including 13, range 23 to 2nd meridian. Agent: W. G. PENTLAND, Birtle.
- COTEAU.**—Townships 1 to 9, 2nd to 3rd meridian. Agent: J. J. McHUGH, Carlyle.
- QU'APPELLE.**—Townships 10 to 23, 2nd to 3rd meridian. Agent: W. H. STEVENSON, Regina.
- TOUCHWOOD.**—Townships 24 to 31, 2nd to 3rd meridian; townships 32 to 36, 2nd meridian, to range 6, west 3rd meridian; townships 37 and 38, 2nd meridian to range 5 west 3rd meridian. Agent: W. H. STEVENSON, Regina.
- SWIFT CURRENT.**—Townships 1 to 30, 3rd to 4th meridian; township 31, ranges 1 to 6 west 3rd meridian. Acting Agent: J. G. Jessup, Swift Current.
- CALGARY.**—Townships 13 to 18, range 25 west 4th meridian to British Columbia; townships 19 to 30, 4th meridian to British Columbia; townships 31 to 42, range 8 west 4th meridian to British Columbia. Agent: AMOS ROWE, Calgary.
- LETHBRIDGE.**—Townships 1 to 18, ranges 1 to 24, west 4th meridian; townships 1 to 12, range 25 west 4th meridian to British Columbia. Agent: E. G. Kirby, Lethbridge.
- EDMONTON.**—Townships north of and including 43, range 8 west 4th meridian to British Columbia. Agent: P. V. GAUVREAU, Edmonton.
- BATTLEFORD.**—Townships 31 to 36, ranges 7 west 3rd meridian to 7 west 4th meridian; townships 37 and 38, range 6 west 3rd meridian to range 7 west 4th meridian; township 39 northwards, ranges 11 west 3rd meridian to 7 west 4th meridian. Agent: E. A. NASH, Battleford.
- PRINCE ALBERT.**—Township 39 northwards, ranges 13 west 2nd meridian to 10 west 3rd meridian. Agent: J. McTAGGART, Prince Albert.

At the offices in these districts detailed maps will be found, showing the exact homestead and pre-emption lands vacant. The Agents are always ready to give every assistance and information in their power.

HOW TO PURCHASE RAILWAY LANDS.

Regulations for the Sale of Lands of the Canadian Pacific Railway Company.

The Canadian Pacific Railway Company offers for sale some of the finest Agricultural Lands in Manitoba and the North-West. The lands belonging to the Company in each township within the Railway belt, which extends twenty four miles from each side of the main line, will be disposed of at prices ranging

FROM \$2.50 PER ACRE UPWARDS.

DETAILED PRICES OF LANDS CAN BE OBTAINED FROM THE LAND COMMISSIONER W. W. PEG.
(These Regulations are substituted for and cancel those hitherto in force.)

TERMS OF PAYMENT.

If paid for in full at time of purchase, a Deed of Conveyance of the land will be given; but the purchaser may pay one tenth in cash, and the balance in payments spread over five years, with interest at six per cent. per annum, payable at the end of the year with each instalment. Payments may be made in Land Grant Bonds, which will be accepted at ten per cent. premium on their par value, with accrued interest. These bonds can be obtained on application at the Bank of Montreal, or at any of its agencies in Canada or the United States.

GENERAL CONDITIONS.

All sales are subject to the following general conditions:—

1. All improvements placed upon land purchased to be maintained thereon until final payment has been made.
2. All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser.
- 3.—The Company reserve from sale, under these regulations, all mineral and coal lands; and lands containing timber in quantities, stone, slate and marble quarries, lands with water power thereon, and tracts for town sites and railway purposes.
- 4.—Mineral, coal and timber lands and quarries, and lands controlling water power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same.

Liberal rates for settlers and their effects will be granted by the Company over its Railway.

For further particulars apply to JOHN B. McTAVISH, Land Commissioner, Winnipeg.

SOUTHERN MANITOBA LANDS.

The completion of the Manitoba South-Western Colonization Railway to Boissevain, a point in the neighborhood of Whitewater Lake, and the probability of a further early extension of that line westward, has made available for homesteading a large area of excellent land, which has hitherto been undesirable in only one particular—the absence of railway communication. This area comprises the land from the Souris River westward to the Missouri Coteau, and from the International Boundary northward to Moose Mountain.

For those desirous of purchasing, the LAND GRANT of the MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY COMPANY, only now placed on the market, offers special attractions. It consists of over 1,000,000 acres of the choicest land in America well adapted for grain growing and mixed farming, in a belt 21 miles wide, immediately north of the International Boundary, and from range 13 westward. That portion of this grant lying between range 13 and the western limit of Manitoba is well settled, the homesteads having been long taken up. Purchasers will at once have all the advantages of this early settlement, such as schools, churches and municipal organization. The fertility of the soil has been amply demonstrated by the splendid crops that have been raised from year to year in that district. The country is well watered by lakes and streams, the principal of which are Rock Lake, Pelican Lake, Whitewater Lake, and the Souris River and its tributaries, while never-failing spring creeks take their rise in the Turtle Mountain. Wood is plentiful, and lumber suitable for building purposes is manufactured at Desford, Deloraine and Wakopa, and may be purchased at reasonable prices. At the two latter points, grist mills are also in operation.

The terms of purchase of the Manitoba South-Western Colonization Railway Company are the same as those of the Canadian Pacific Railway Company.

Cities, Towns and Villages in the North-West.

(ON THE MAIN LINE OF THE CANADIAN PACIFIC RAILWAY.)

As the construction of the Railway has progressed through the Fertile Belt of the Canadian North-West, towns and villages have sprung up as if by magic. No sooner was a railway station located than it formed the centre of a group of stores and dwellings, which rapidly developed into towns of considerable importance. The following description of a few of the chief towns along the main line, between Lake Superior and the foot of the Rocky Mountains, may be of service and interest :—

PORT ARTHUR, or Prince Arthur's Landing, is situated on a land-locked bay of Lake Superior, which affords an excellent and safe harbour. It is surrounded by a country in which vast stretches of rich agricultural lands, including the Kaministiquia and other valleys, and large lumbering resources combine with gold, silver, iron, copper, lead, zinc, and other mineral deposits, to make it one of the greatest value; while westward, and tributary to it, lie the great wheat fields of the Canadian North-West, and the extensive cattle ranches of Alberta.

FORT WILLIAM is six miles west of Port Arthur, on the main line of the railway, on the banks of the Kaministiquia River. There can be no question that Fort William is likely to become an important commercial centre. It has been, and from its position will continue to be, used to a large extent by the Canadian Pacific Railway Company as a distributing point for the immense quantities of coal, lumber, and other heavy supplies passing over the road. The natural harbour, 11 miles in extent, has an average breadth of 350 feet, and a depth of eight to ten feet. The scenery along the Kaministiquia, with its numerous picturesque waterfalls, is superb, and this, with the excellent fishing and shooting to be obtained in the neighborhood, and the invigorating breezes from Lake Superior, will make Fort William a favorite resort with tourists and health seekers. The Company have recently erected at this point the largest and most complete elevator in the North-West, with a capacity of 1,300,000 bushels.

RAT PORTAGE, situated about 135 miles east of Winnipeg, stands at the north end of the Lake of the Woods, and is now a busy town of about 1,000 inhabitants, the centre of what bids fair in the near future to be a most important gold and silver mining region, seeing the discoveries of valuable and apparently extensive mineral deposits recently made. The natural water power of Rat Portage is perhaps the finest in America, and it is on this account the seat of an extensive lumber trade.

WINNIPEG, the capital of Manitoba, is naturally the distributing point of the great territories stretching to the north and west for hundreds of miles. Prior to 1870, there was, where Winnipeg now stands, nothing more than the chief trading post of the Hudson's Bay Company, whose head-quarters were at Fort Garry. Its growth since is marvellous, equalling even that of Chicago's early days. From a population of 150 in 1870, with an assessment roll of two million dollars, the number of its inhabitants rose in ten years to 8,000, and is now about 30,000, while its present rateable property is assessed at \$32,845,100.

PORTAGE LA PRAIRIE.—This town is well known as being the centre of one of the richest and best settled plains for the growth of cereals in Manitoba.

CARBERRY, the county town of Norfolk, is in the centre of the wheat-growing area known as the "Beautiful Plains." Grain to the extent of over 300,000 bushels was shipped from this point last season. The population is now about 400. Situated, as it is, in a stretch of beautiful agricultural country, it has every feature of a village which has steadily outgrown its intended functions, and is surely converting itself into a busy country town.

BRANDON is admirably situated at the crossing of the Assiniboine River, with picturesque hills on both sides. The first human habitation was erected on the site of Brandon as recently as 1881, on the completion of the Canadian Pacific Railway to that point. It was incorporated in 1882, and its population has increased so rapidly, that it now numbers over 3,000. In size and importance, Brandon comes next to Winnipeg, and, being surrounded by successful settlements, is already a commercial centre of some

importance. It has no less than 122 trading institutions, with its saw mill, flouring mill, planing mill, pork-packing house, numerous other small industrial institutions, five capacious grain elevators, and many solid brick business structures, which give it the appearance of a town of three times its age. It is the market town for the country north to Minnedosa, and south to the Turtle Mountain, while its position on the Assiniboine River, and on the main line of the railway, will, it is thought, so develop the farming capabilities of the district, as to add materially to its importance.

VIRDEN, situated about 50 miles west of Brandon, is a small but busy centre of business. The settlements tributary to it extend to the south across the Souris River down to Turtle Mountain and the United States boundary, more than 60 miles distant. Grain raised on the Pipestone, and as far west as Moose Mountain, is marketed here, while considerable business is also done with settlers north of the railway on Oak River, and along the Assiniboine River. There are two elevators here as well as a grist and flouring mill. One firm alone shipped more than a quarter of a million bushels of grain from this point last season. The Swiss Dairy and Cheese Factory is to be established on selected lands near Virden.

MOOSOMIN.—The fact of the Fort Ellice and Moose Mountain trails starting from this point has been sufficient to establish a good though small town, second to Brandon in importance. It has an enormous wealth of country to support it, and must continue to advance rapidly, as it has done in the past. There is an Intelligence Office, under the supervision of the Dominion Lands Board, here. The colony of East-end Londoners is near Moosomin, also the Lady Gordon Cathcart Colony of Scotch Crofters, known as "New Benbecula."

WHITEWOOD, 250 miles from Winnipeg, is rapidly increasing in importance, proportionate to the growth of the prosperous settlements surrounding it. A new bridge has recently been built across the Qu'Appelle River, giving more convenient access to the large tract of excellent government and railway land open for settlement to the north.

BROADVIEW is prettily situated at the head of Weed Lake. Though consisting in 1882 of only a few tents and roughly boarded houses, it is now a well laid-out town, and forms the marketing centre of an excellent farming country. Among these surrounding districts may be mentioned the York Colony, Saskatchewan Homestead Colony, Fertile Belt Colony, and Montreal Colony, as well as the large settlements south of Pipestone Creek and Moose Mountain. The establishment of the repair shops of the railway at Broadview has given the place some standing.

INDIAN HEAD is on the main line, 312 miles west of Winnipeg. With a charming situation, excellent natural drainage, the largest and finest brick hotel in the North-West, and enterprising merchants, Indian Head must soon rank among the largest towns along the line. The Fishing Lakes on the Qu'Appelle, eight miles north, and the beautiful lakes six miles south, offer special attractions as summer resorts. Indian Head is the head-quarters of the celebrated "Bell Farm," which contains 64,000 acres, or 100 square miles, and is spoken of as the largest in the world. Some idea of the immense area now placed under cultivation may be gathered from the fact that though the farm was open prairie about three years ago, no less than 6,000 acres have been already put under seed. Of the 1883 crop, 10,000 bushels were exported to Montreal, and 13,000 sold in different parts of the country as seed. The land is remarkably fertile, and the yield of crops very large.

QU'APPELLE, situated south of the Fort bearing that name, is a flourishing town, which until quite recently went under the name of Troy. The stage for Prince Albert and northern points starts from here. The streets are laid out through groves of poplar, which add much to the beauty of the town. Qu'Appelle is a place of local importance, being the distributing point for Fort Qu'Appelle, the Touchwood Hills, and the Prince Albert Settlement. It is pleasantly situated in a park-like country. The whole Qu'Appelle Valley is a most desirable one from an agriculturist's point of view, and seeing the rapid settlement of the neighbouring lands, the Government have erected commodious immigration buildings, close to the railway station, for the reception of intending settlers whilst in search of land or employment. The College Farm of the Bishop of Qu'Appelle (Bishop Anson, formerly rector of Woolwich), is pleasantly situated two miles north-west of the village, and between it and the valuable Edgeley Estate. Excellent sport can be had in the Qu'Appelle Valley, as the woods and meadows are well stocked with prairie chickens, partridges, plover, snipe, hares, &c., whilst the lakes abound with geese, ducks, and other kinds of wild fowl. The fishing in the Qu'Appelle lakes and Long Lake is also excellent. To the north are found the wapiti, moose, antelope, and other kinds of deer.

REGINA, the capital of Assiniboia, on the Wascana (or Pile of Bones) River, consisted in 1882 of three large canvas tents on the open prairie, beyond all railway communication and all settlement. The advent of the steam engine soon brought about a change. Rows of good substantial houses appeared, wide streets were laid out, and public buildings erected. The site of the town is not, it is true, picturesque in the same way as Brandon and other North-Western places, but it is in the centre of one of the largest blocks of wheat-growing land in the country, of a rich dark clay, and its citizens hold no small expectations of its future. As the seat of government for the North-West Territories, Regina is the abode of the Lieutenant-Governor and the Indian and departmental offices, and the meeting-place of the North-West Council, which has jurisdiction over the whole of the vast North-West Territories of Canada, comprising no less an area than 2,500,000 square miles. Here are also the head-quarters of that well-disciplined and most useful body, the Mounted Police. A branch railway was last season commenced running in a northerly direction to Long Lake, thence north-westerly towards Battleford, and in a northerly direction to Prince Albert, thus making Regina the junction point of these fertile regions in the north. The first portion of the line from Regina to the foot of Long Lake, a distance of 22 or 23 miles, was completed last autumn. Long Lake is a splendid sheet of water, about 65 miles long, and from one to four miles wide, and abounding in fish.

MOOSE JAW, 400 miles west of Winnipeg, is pleasantly situated on a slope, rising north of the railway, at the confluence of the Moose Jaw River and Thunder Creek. The town has a neat, cleanly appearance, and has made very rapid progress. Good fishing and hunting are to be had around Moose Jaw Creek, Buffalo Lake, and the valleys of the district. From Moose Jaw the Indian trail leads northward to the Temperance Colony, distant 135 miles, a journey to which is calculated to occupy three days. The land occupied by these settlers is for the most part rolling prairie, plentifully watered, and of great fertility. The capital of the colony is Saskatoon, pleasantly situated on a well-wooded bluff, overlooking the broad South Saskatchewan River.

SWIFT CURRENT, 510 miles from Winnipeg, is the point where the trail from Battleford Country strikes the Railway. A large business is done here with traders for northern points. A town has been laid out and is fast growing in size and importance.

MAPLE CREEK, is very likely to undergo considerable development in the near future, owing to its proximity to the cattle ranches of Montana, in the United States. The ranchmen have lately found it cheaper and more expeditious to bring their cattle through Canadian territory, and they commenced in 1884 to send large numbers to Maple Creek and thence to Winnipeg, and *vice versa*, so that advantage may be taken of the excellent pasture south from Maple Creek district to Montana. In 1885 a considerable increase took place in the traffic, and an important trade is now established. Several outcrops of lignite coal have been known for some years to exist in the neighborhood.

MEDICINE HAT, 2,100 feet above the level of the sea, with a population of some 500, is well called a "stirring town," for its people and general appearance are fully in keeping with a real Western city. Here the citizens and railway companies seemed to have vied with each other in "rushing up" fairly substantial buildings. The Saskatchewan River is here crossed by a substantial iron railway bridge. The future of Medicine Hat is wrapped up in the development of the vast coal fields to the south-west, in the Bow and Belly River districts, which have been opened up by the construction of a branch railway of about 100 miles from near Medicine Hat to Lethbridge. The supply is practically inexhaustible and the quality of the fuel is such that it is now transported in large quantities as far east as Winnipeg and used there in the place of the United States coal.

GLEICHEN is the most promising point between Medicine Hat and Calgary. It is surrounded by a large area of excellent agricultural land. The results of the cultivation of the C. P. R. experimental farm established here have shown clearly that farming may be successfully carried on in this western district. Large quantities of vegetables have been shipped from here to stations along the line.

CALGARY, 840 miles west of Winnipeg, and 2,260 miles from Montreal, is beautifully situated on both sides of the Elbow River, at its junction with the Bow River. It is at an elevation of over 3,000 feet above the level of the sea, situated itself on a tableland, and surrounded on the north and south by ranges of hills, or buttes, as they are locally called. Calgary itself is not, it is true, of great dimensions as yet, but as the centre of an extensive and fertile agricultural region, the distributing point for the cattle ranches to the south, and probably also of the gold mines to the west, it is likely to become a place of no little importance. Its central position in the district of Alberta, 120 miles from the summit of the Rocky

Mountains, makes it destined to be the capital of the district when that district is made a province. A little over two years ago there were to be seen only the Mounted Police post, Hudson's Bay trading post, and a couple of stores. Now there is a population of over 1,000, which is continually increasing, four churches, a school, and a full supply of stores of all kinds, and enough mechanics and professional men to supply the wants of the residents and surrounding settlers. Through the town run all the principal trails leading to Edmonton, and the Peace and Athabasca Rivers on the north, Fort Macleod to the south, and Morley and the mountains on the west. There is at this point on both the Bow and Elbow Rivers excellent water power, suitable for mills or factories of any kind. As to fuel, coal is found in many places within a radius of 20 miles of Calgary, and at some points the outcrop is so prominent that settlers supply themselves by hewing the coal from the bank. The great stock-ranches in the Bow River district of Alberta, to the south of and tributary to Calgary, are yearly increasing in importance. Considerable capital is already invested in this industry, as may be judged from the fact that the "round-up" in the autumn of 1885 showed that there were at least 80,000 head of cattle in this one district of Alberta alone. Sheep-ranching is also largely engaged in.

RANCHING.

Although Stock raising can be carried on successfully in nearly every part of Manitoba and the North-West, there are sections of the Territories which are particularly adapted to Ranching on a large scale, notably Wood Mountain, Cypress Hills, Hand Hills, Porcupine Hills, and the foothills of the Rocky Mountains, which afford beside a rich pasturage during the whole year, an abundant supply of the purest water, in springs and rivers; elevated plateaux, which give freedom from annoying insects during the hot season of summer, and deep-wooded valleys and ravines, furnishing perfect shelter from the storms of winter. The districts mentioned are known to have been the wintering ground of numberless herds of Buffalo in days past, and it is an admitted fact that these animals, after feeding through the greater part of summer and fall on the more southern plains in the United States, as far south even as the valley of the Platte River in Nebraska, on the approach of winter moved hurriedly northward to the region of light, dry snowfall, where protection from the storms of the season and an abundant supply of naturally cured fodder could be found in the numerous valleys and ravines.

The Ranching Regulations of the Dominion Government are liberal in the extreme, the main features being that the lessee, after securing his location, shall within two years of the date of his lease, place and maintain upon the leasehold at least one head of stock for every ten acres of his holding, paying therefor a nominal rental of two cents per acre per annum. A large district containing nearly 10,000,000 acres has been set apart for horned cattle and horses, upon which sheep are not allowed to run.

The ranching interest, although at present in its infancy in the North-West Territories, is growing very rapidly. While but a short time ago the live stock of the country could be counted in hundreds, we find that there were, according to the census of 1885, at the date of enumeration, 24,456 horses and mules, 86,528 horned cattle, and 19,398 sheep, while large droves of stock of all kinds are being continually brought into the country from Montana and other southern districts, as well as Ontario and the East.

COAL LANDS.

Coal of excellent quality abounds along the Main Line of the Canadian Pacific Railway, from Medicine Hat westward to British Columbia, and in the Souris River Coal District, in the direct line of the proposed extension of the Manitoba South-Western Colonization Railway. Mines in the neighbourhood of Medicine Hat and near the Rocky Mountains are already being successfully developed, and the product is shipped as far east as Winnipeg.

The Company dispose of their Coal Lands on liberal terms to persons furnishing satisfactory evidence of their intention and ability to work them.

See amended
Land Regulations at
page 4.

On Arrival at Winnipeg, apply to the Company's
Land Commissioner,
MR. JOHN H. McTAVISH,
for information in regard to Lands and the
best places for Settlement.

Payments
SPREAD OVER NINE YEARS,
and no cultivation condi-
tions imposed.



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48 miles from Stephen the summit of the terminus of the Rocky Mountains and 558 m. from Pacific Terminus

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St. Ann's
White L.
St. Albert
Saskatchewan
EDMONTON LAND OFFICE
Principal Meridian
Pigeon L.
Battle L.
Battle River
Buffalo Lake
Rocky Mountain House
Swan L.
Red Deer River
Gull L.
Fifth
Bow River
Devil's L.
DEVILS HEAD
Cochrane
CALGARY LAND OFFICE
Langdon
Choadle
Strathmore
Manaka
Shepard
Sullivan L.
Assiniboia River
North Saskatchewan River
Pembina
St. Paul
Trail

Manitoba and the Saskatchewan Canada

THE COMPANY'S LANDS IN PART
THE REMAINING



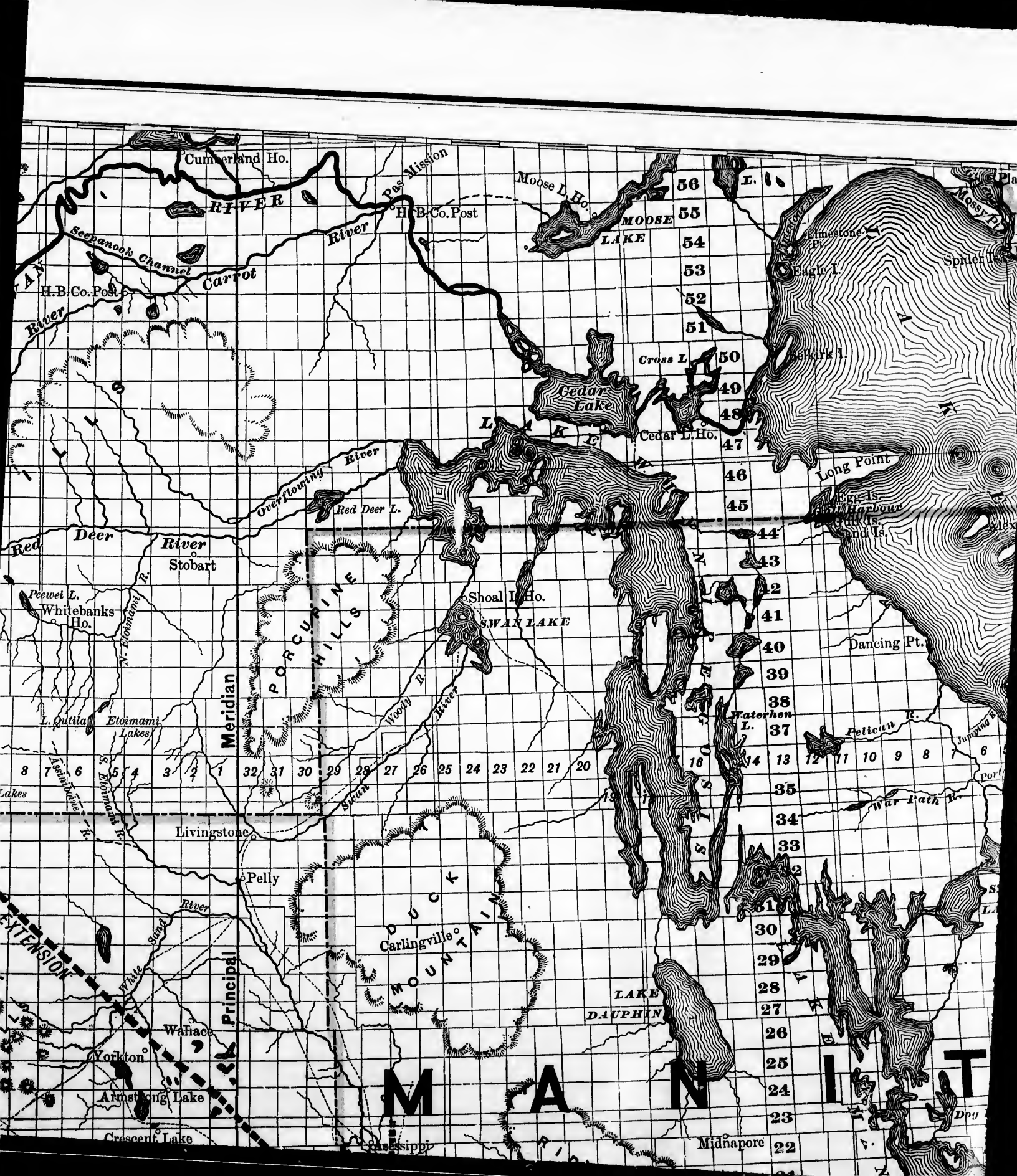
and the Northwest Territories of Canada

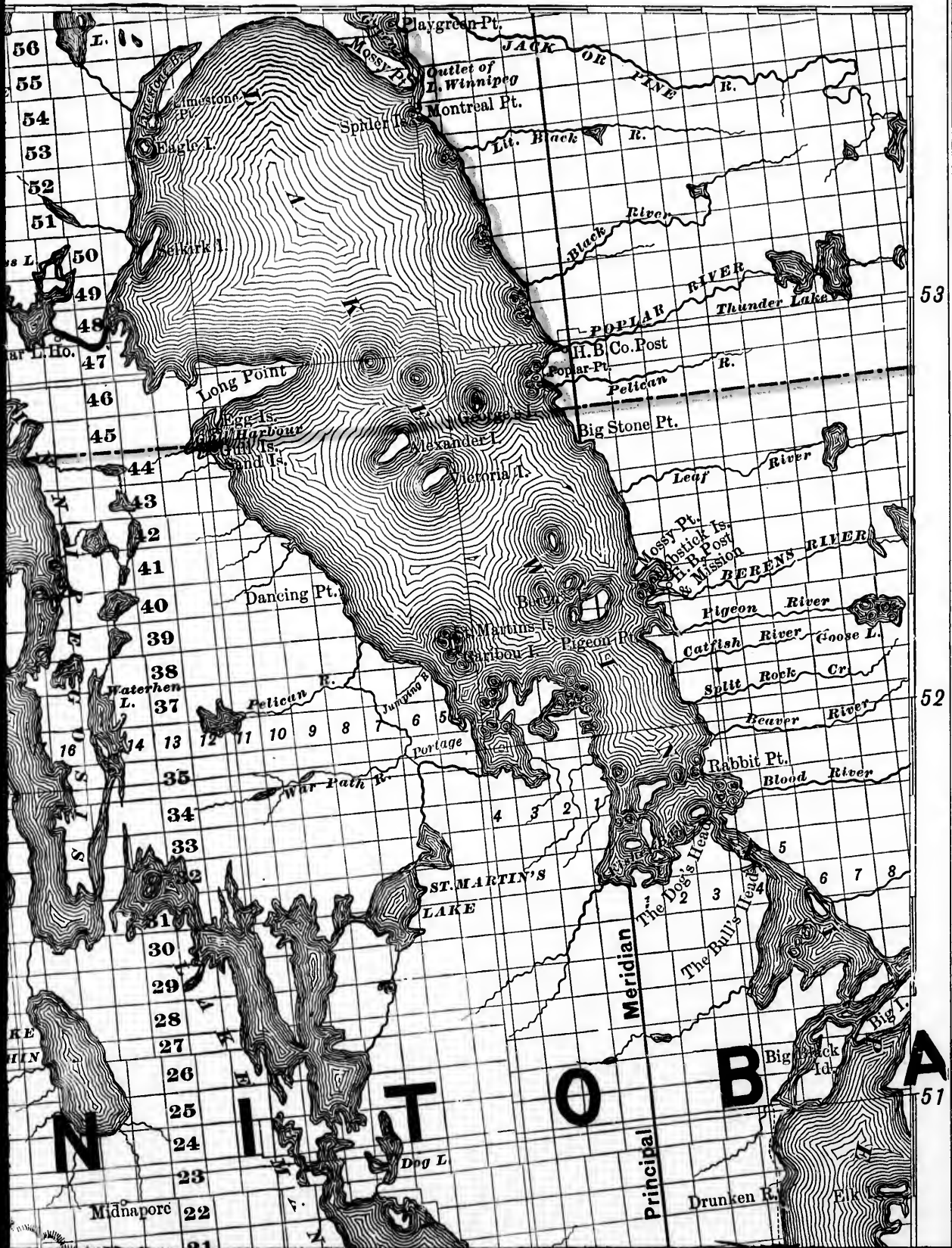
SHOWING THE LINES AND LAND GRANT OF THE

Canadian Pacific Railway.

SECTIONS IN PART CONSIST OF THE ODD-NUMBERED SECTIONS IN THE BELT COLORED GREEN,
THE REMAINING SECTIONS BEING GOVERNMENT HOMESTEAD LANDS.



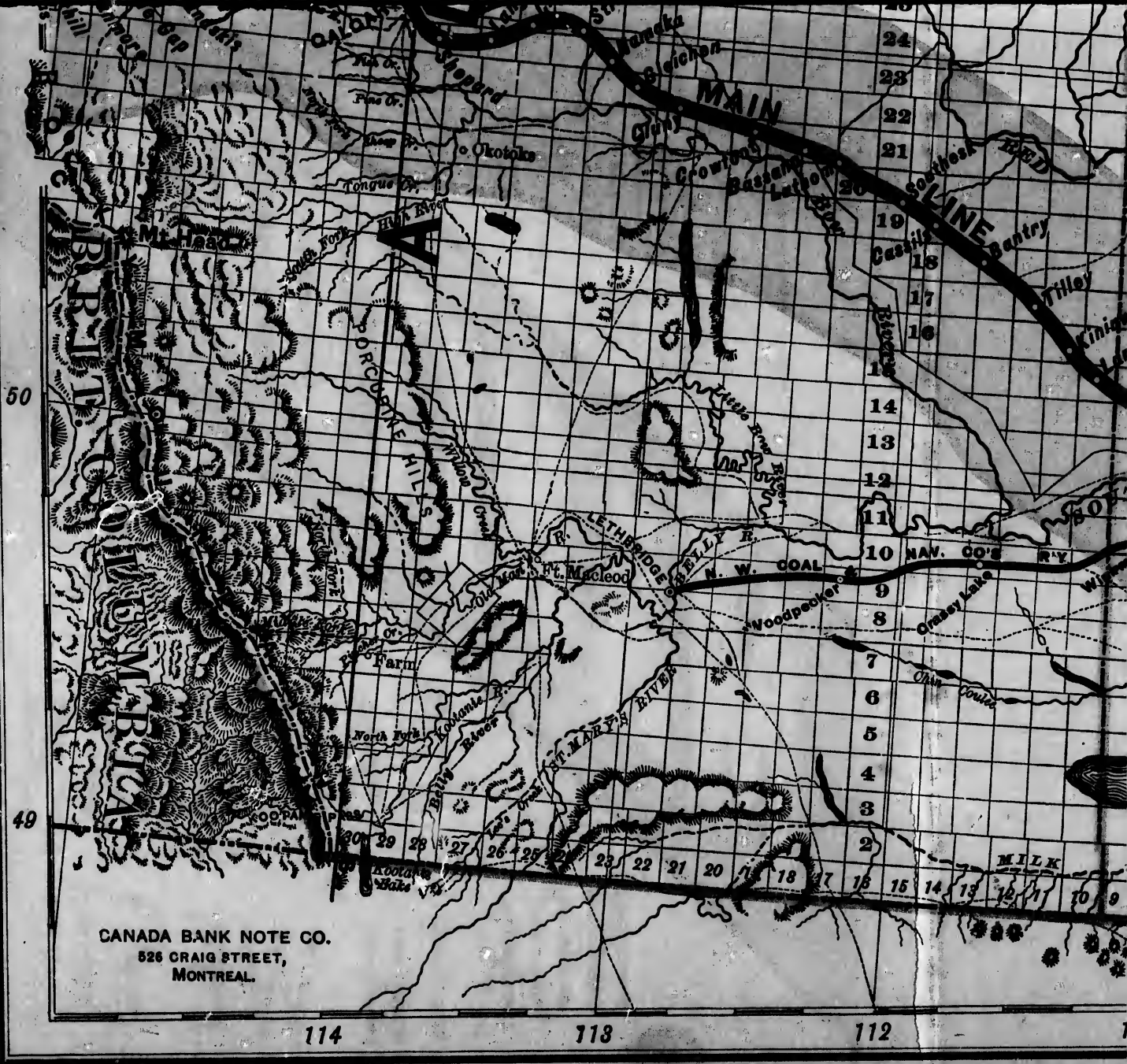




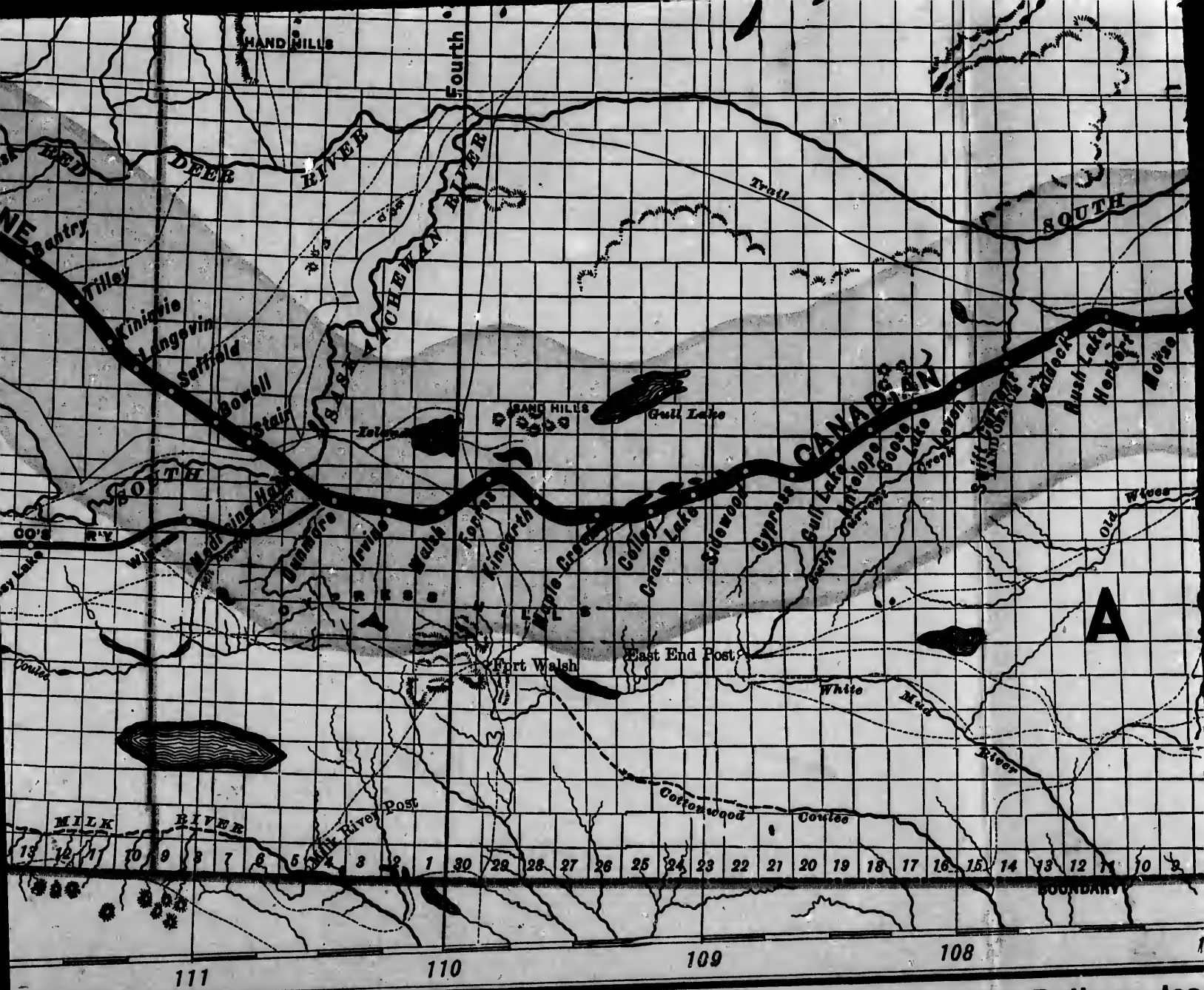
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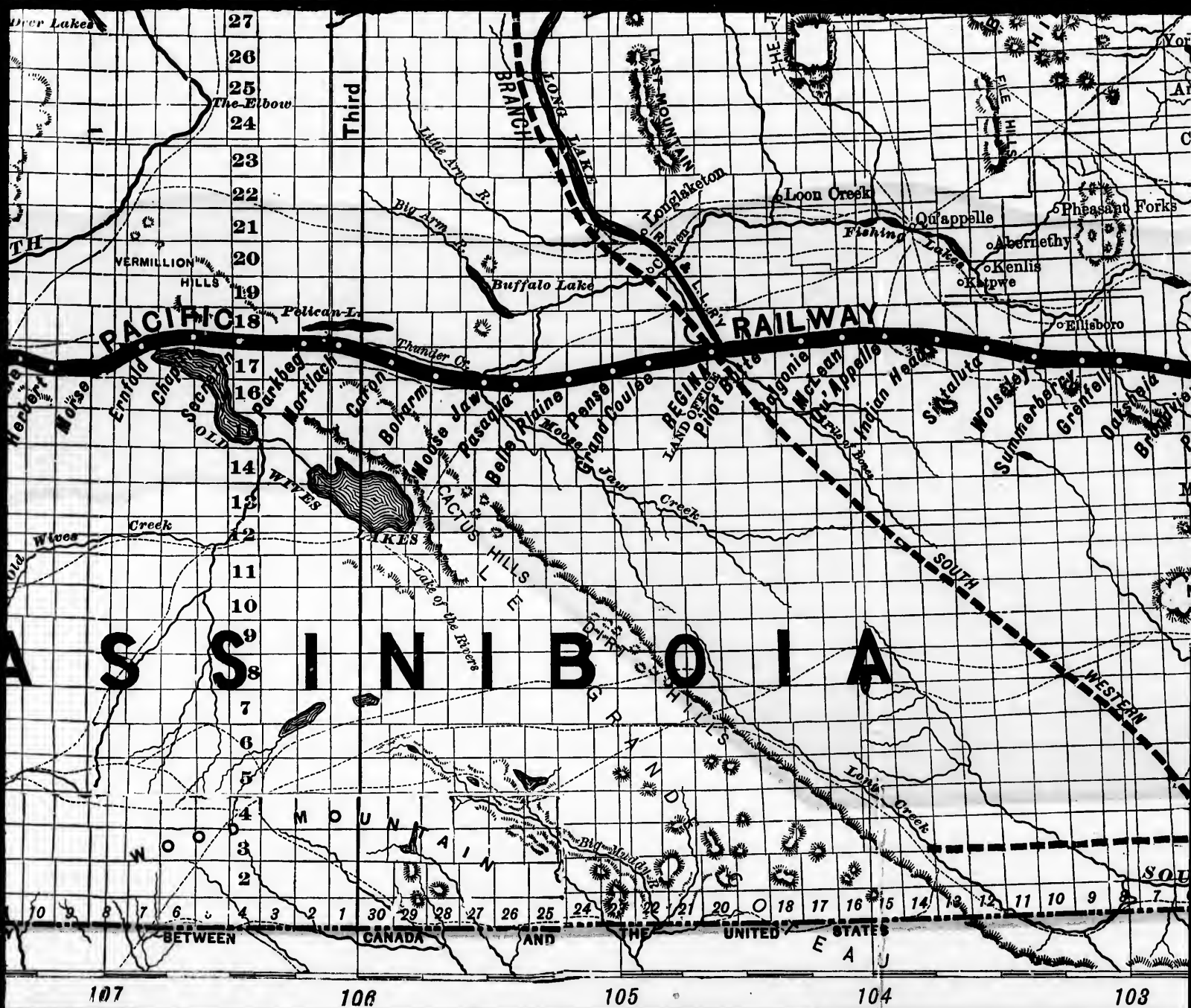
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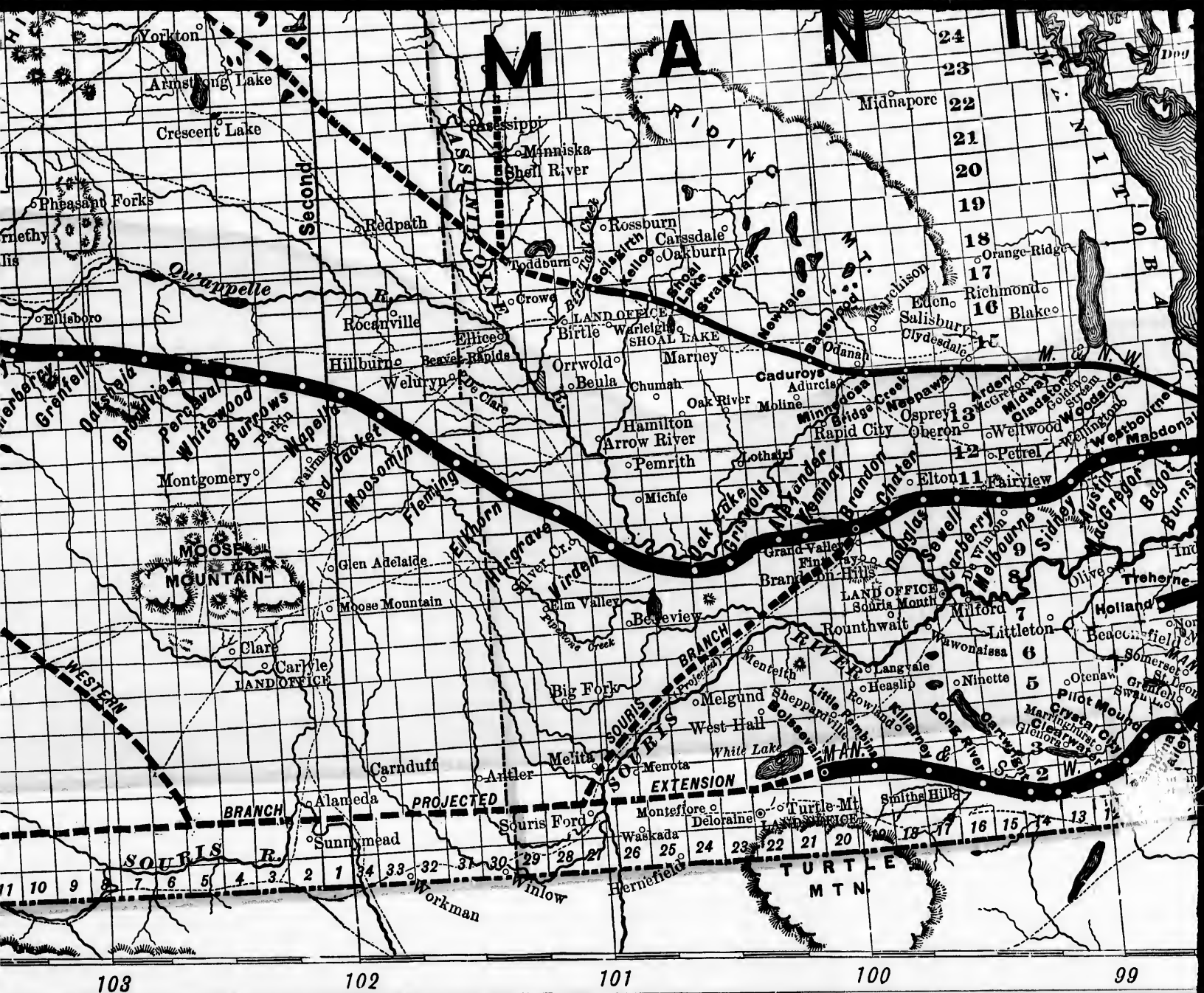
SOUTHERN MANITOBA—THE GARDEN OF THE PROVINCE—



PROVINCE—The lands along the Line of the Manitoba and Southwestern Railway.lea



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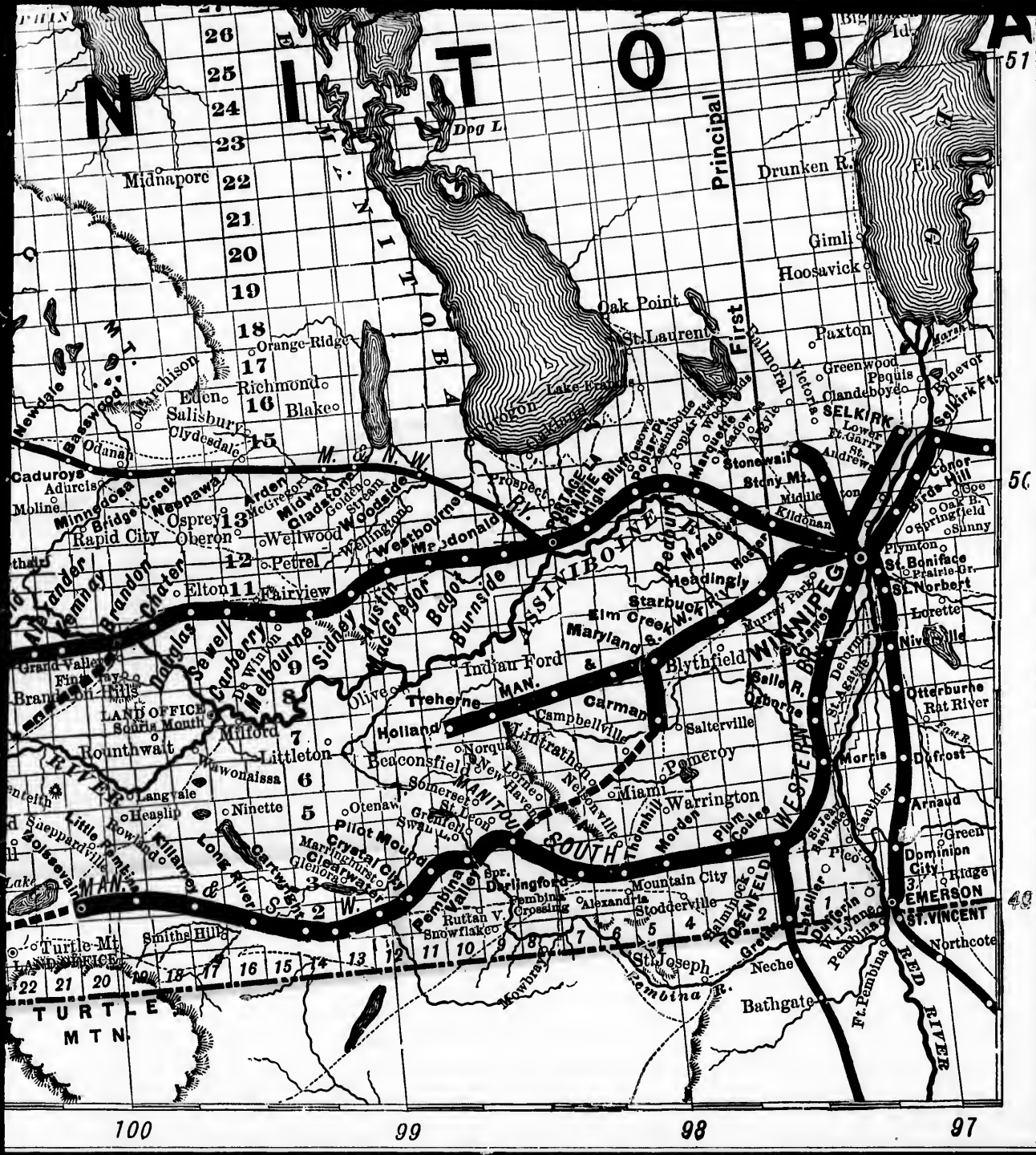
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belt in Southern Manitoba are now open for sale. Apply to JOHN H. McTAVISH, Land



Apply to **JOHN H. McTAVISH, Land Commissioner, Winnipeg.**

