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VOLUME 7.




No. 12.

MAY 1893.



THE
COLONIST.

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



Printed and Published at Winnipeg, Manitoba.

SUBSCRIPTION PRICE, \$1.00 A YEAR.



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THE GOLONIST.

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

VOL. 7. No 12.

WINNIPEG, MAY, 1893.

ONE DOLLAR A YEAR.

Notes and Comments.

THE Earl of Derby died last month.

Two car loads of high bred stock arrived at Winnipeg on April 21th from the east.

REV. Leonard Gastz, of Red Deer, N.W.T., passed through Winnipeg on April 20th bound for Chicago, where he is to assist in arranging the Territorial exhibits.

A. M. NANTON, of Oiler, Hammond & Nanton, Winnipeg, returned from an extensive trip in eastern Canada and the Old Country on Thursday the 20th ultimo.

NAVIGATION opened on the Columbia river about the 20th. Steamers are now running regularly between Robson, Nelson, Kaslo and other Kootenay lake points.

THE retail store of Messrs. Jas. Robertson & Co., at Winnipeg, was damaged by fire early on the morning of April 20th, to the extent of several thousand dollars.

INVITATIONS have been issued to the editors of America to attend the World's Public Press Congress which is to be convened at Chicago during the week commencing May 22nd, 1893.

A RECENT issue of *The Christiania Post*, of Christiania, Sweden, contained a reprint of the report which the Wisconsin farmers' delegates made on the agricultural capabilities of Manitoba and the Territories.

THE mayor and council of Rapid City have been placed in a rather awkward and ludicrous position owing to the stealing by some miscreant of the town's books. It is hard to see what motive could actuate any one to do this, as the books could be of no value to the thief.

THE meetings of the Teacher's Institute held at Portage la Prairie on April 20, 21 and 22, were a success both as regards attendance and interest. Papers on various subjects relating to school work and training were read and a great deal of useful and interesting information brought out.

THE April circulars of the Emigrants' Information Office, 31 Broadway, S.W., London, England, and the new editions of the penny and other handbooks, with maps, show the present prospects of emigration. There are branches of the Emigrants' Information Office at Bradford (Yorks.), Cardiff, Hereford, Reading, Wolverhampton, Leeds, Manchester, Newcastle-upon-Tyne, Glasgow, Liverpool and Devizes.

THE monster cheese made at Perth, Ont., for exhibition at the World's Fair weighs eleven tons, and is composed of the curd of 2,000 cows. It measures nine feet across and six feet in depth. It has been fitted into a heavy boiler plate band to prevent it from cracking or bursting. The C. P. R. have had to build a special car to carry it on, as none of their ordinary cars were suitable. After the fair is over the cheese is to be shipped to England, where it will be exhibited through the different districts, as an advertisement of the business of Mr. T. J. Lipton, a retail produce merchant, who has purchased it for that purpose.

THE French Government has suggested to England and the United States some improvements in shipping signals, which will probably be submitted to an international conference. It is proposed that the number of flags should be increased from eighteen to twenty, thus allowing the number of combinations to be increased from 78,642 to 123,503; and, secondly, that most of the flags taken separately should represent a particular word. The fact that the increase of speed reduces the time during which vessels going in opposite directions can exchange signals renders simplification necessary.

AN English exchange says:—"Mr. William Trant, at one time a well-known Radical journalist and politician in London, some years ago decided to give up the pen for the plough, and quitted Fleet Street for the Canadian Northwest. He sends to the *Westminster Budget* a photograph of his home on the prairie. 'Mr. Trant,' adds the *Budget*, 'has not only had a fair measure of success as a farmer, but has been honored by being appointed a magistrate for the district in which he lives, and he takes a prominent part in all local affairs.'"

THE Nova Scotia Legislature has been discussing the agricultural interests of the province and some interesting facts have been brought out bearing on the subject. It is found that that industry is not in a very satisfactory condition and some of the members are blaming the Government for not giving more attention to it. It is charged that there is not in the ministry a single representative of the farming interests; that while in other provinces the Government have fostered and encouraged the establishment of cheese and butter factories, and have established dairy schools and agricultural colleges the Nova Scotia Legislature

has done practically nothing in any of these directions; and that agricultural pursuits are being abandoned or neglected by the people in consequence. Attorney-General Longley advised the farmers to combine, and form if necessary, a third party if they wanted to secure recognition.

A TEAM of Victorian horse artillery has sailed from Melbourne, and a team of New South Wales cavalry from Sidney, in order to take part in the military tournament at Islington, and to be present at the Bisley meeting. We wonder what the Canadian military authorities would say to the suggestion that a contingent of the Northwest mounted police in their gorgeous uniforms should follow this Australian example. The Northwest mounted police would form a picturesque group both at the tournament and at the Surrey meeting, and if their mounts were well chosen their visit might be made the occasion of a useful advertisement of the Alberta district as a source of supply for British army horses.—*Canadian Gazette*.

WINNIPEG is having trouble over its school heating and ventilation system. Some years ago what is known as the Shead-Dowd system was adopted and put into several of the schools at considerable expense. Some of the citizens now charge that it is injurious to the health of the teachers and pupils and demand that it be thrown out. An investigating committee were at the time of writing taking evidence both pro and con with a view of determining the facts. So far the evidence is overwhelmingly in favor of the charges and it is likely that they will be entirely disproved.

THE 11th annual general meeting of the shareholders of the Canada Northwest Land Company, Ltd., was held in London, England, on Thursday, March 30th. The chairman in his remarks drew attention to the change which is being made in the Company, by the formation of a new company with a Canadian charter to take over the affairs of the old. The business of the past year was shown by the financial statement to have been very satisfactory although the profits owing to the scarcity of money in the prairie provinces and other unfavorable circumstances, amounted to very little. A dividend of one shilling per share was declared. Sir George Warrender, Bart., Mr. Thomas Skinner and Mr. Gaspard Farrar were re-elected directors of the Company.

The Colonist.

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WINNIPEG, MAY, 1893.

IMPERIAL FEDERATION.

Sir Charles Tupper seems to be at present a little out of joint with the Imperial Federationists, judging from recent events in connection with that movement. In another column we have a copy of a letter written by him which has aroused considerable feeling among the exponents of the Federation scheme, and to which several rather sharp replies have been made. Among these was one by Lord Brassey, who was chairman of the Special Committee which drew up the report to which Sir Charles Brassey makes reference. Lord Brassey maintains that the Imperial Federation League was established for a much higher and nobler object than Sir Charles has suggested. Of this object he says: "It was established to bring the 'Mother Country and the Colonies closer together, and to unite them by the bonds of mutual affection and good-will, while also seeking to form political ties which should associate the colonies more directly with Great Britain in the control and maintenance of a common Imperial policy, and to furnish a permanent guarantee against the risks of separation."

In this connection he further says: "We are proud of our colonies. We desire from our hearts that they may grow with the elasticity of youth. We seek no sordid advantage for ourselves from the colonial connection. Our desire is, on the contrary, to give them every help which is in our power to afford for the development of their resources and the advancement of their social and political condition."

Lord Brassey's letter then gives the reasons for the appointment by the League of the Special Committee to draw up a practical scheme by which it was thought the preliminary steps towards Imperial federation could be taken. The Committee was the outcome of a suggestion from no less a personage than Lord Salisbury, the then Prime Minister of Great Britain. This was, in fact, stated in the report itself. In drawing up the report the Committee was particular to make it plain that they recognized fully all that the self-governing colonies have already done in providing for local defence, and to state that these local efforts should be regarded as constituting a direct contribution to the Imperial defence.

This matter of contributing towards a common defence fund seems to be what is sticking in the throat of the colonies, though there is no good reason why it should. The amount

they would have to contribute towards their defence under an Imperial defence arrangement would certainly not be as much as they would have to expend on an independent system, and they would enjoy a vastly greater security. The power of the whole would be pledged for the defence of each under Imperial Federation. With the planning and establishment of the system as a whole under the supervision of such eminent military scientists as would be placed in charge of it by the Federated countries infinitely better plans would be worked out than any one of the interested colonies could arrange for themselves. Those who make this phase of the question the ground of their objection to the adoption of the scheme show very poor judgment.

It is to be hoped Sir Charles Tupper will say something further on the matter dealt with in his letter, so that his meaning can be perfectly understood.

THE WEATHER.

Manitoba is experiencing the inconveniences resulting from a backward spring. It was hoped during the earlier months of the year that to compensate for the steady severity of the winter, the spring would open early and permit the farmers to get their seeding done in good time, and business generally to brighten up. This hope has not been realized and there is grumbling in consequence. April has passed and the snow is not all off the ground although we have had several balmy, spring-like days. Seeding is behind, that is behind the time it is usually done, but the most experienced farmers say that it will be all the better to be done at the time that it will have to be done this year, because the ground has retained its moisture better and will send up a stronger and more vigorous growth when the seed does sprout. Experiments carried on at the Experimental Farm, have shown that seed sown as late as the end of May yields almost as good a crop as seed sown at earliest dates. On the score of lateness of seeding, therefore, we have nothing to fear.

The lateness of the spring has been a good thing for the city of Winnipeg, and for all points along the Red River, as it has graduated the melting of the snow and ice, and kept back what would almost certainly have been a flood in the valley of the Red; permitting the body of the water to run off gradually.

The principal inconvenience suffered has been in the retarding of business and the wear on the patience of the people.

THE SMALL-POX SCARE.

Winnipeg had a small-pox scare last month from which the citizens have only recently recovered. The disease came in in a car of European immigrants which arrived from the east on a Friday morning. There were only two cases in the car at the time of its arrival, and the disease was of a very mild type. The party was sent into quarantine immediately on the discovery of the sickness, and steps taken to prevent its spread. Buildings were erected on the prairie to the west of the city, and all in the quarantine sent out to them. Subsequently a case was discovered in the residence of one

of the citizens—a newly arrived servant girl whom he had taken in only a few days previously—and this also was sent to the quarantine. At the time of writing only two further cases had developed, and these were among the isolated persons, so that it is pretty sur that the danger of the disease spreading is over. All these cases are directly traceable to the passengers of a single steamship. The most regrettable thing about the whole business is that the authorities and daily papers of the city should have adopted the policy of concealment, which they did for the first few days. That is the very thing that was strongly condemned last year in the conduct of the authorities and press of some cities when a more dread disease than small-pox had made its appearance, and yet the trouble no sooner comes home to us than the same plan is adopted. If the plain facts had been published in a straightforward manner nervous people would have been saved a great deal of worry, and, what is of infinitely more importance, there would have been none of those alarming reports sent by irresponsible parties to distant parts of the continent, which so nearly resulted in serious hurt to the trade and traffic of the city.

Editorial Notes.

THE World's Fair was formally opened by President Cleveland on May 1st, in the presence of a vast gathering of people.

MR. A. J. McMILLAN the agent of the Manitoba Government in the British Isles, is now in Manitoba, conferring with the Premier regarding further plans of working and obtaining by personal study, additional information regarding the condition and prospects of Manitoba. Mr. McMillan is very well satisfied with the outlook for immigration to the province this year.

A LETTER circular was received by THE COLONIST last month all the way from Hanley, England, advertising a new invention in portable closets. The invention is a good one, and will no doubt meet with the favor of the public. The owner of the patent certainly deserves credit for sending his advertising matter to such distant points as Winnipeg. Any of our readers who may desire further information as to this invention can get it from the patentee, Mr. John C. Daniel, 18 Pall Mall, Hanley, England.

THE European press is roasting the United States Government rather severely over the Behring Sea arbitration business. The evidence which has been submitted in support of its claim is pronounced by all who have studied it to be utterly useless as evidence. It abounds with contradictions and impossible statements. Aside from the part of the evidence gathered by the dishonest special agent of the Washington census bureau, which was subsequently found to be a tissue of interpolations and errors and thrown out in consequence, there are a great many other documents which can never be received by the arbitrators as evidence because they contain palpable errors. Some of the affidavits directly contradict the declara-

tions of the same officials in other capacities, while several of United States receivers of affidavits from witnesses attested on the same day a number of different declarations in different and distant places—in one case 1,680 miles apart by sea. As one paper says: "It is humiliating the English-speaking race before the world for a great branch of that race to approach an international court of arbitration with bogus treaties, contradictory evidence, and impossible affidavits in its hands."

* * *

THE announcement of the death of United States Consul Taylor, at Winnipeg, on Friday, April 28th, was received with genuine sorrow throughout all Northwestern America. The deceased gentleman had represented the United States at Winnipeg since so far back as 1870, and previous to that, had been closely interested in the progress of the Northwestern States, so that he was universally known and respected. His excellent qualities of mind and heart, long ago won him a high place in the esteem of the people of Winnipeg, and he had come to be looked upon as one of themselves. His place as representative of the United States, will perhaps be easily filled, but his place in the affections of Winnipeg will never be. His illness was mercifully a short one, just long enough to prepare his friends for the worst.

* * *

PROFESSOR TYRRELL of the Dominion Geological Survey has a trip mapped out for him this summer which will take him through a part of Canada at present almost entirely unknown, and in which he will perhaps discover some new and surprising physical features. It is to the districts west of the Hudson's Bay, between the Bay and Athabasca Lake. He will proceed to Edmonton by rail, overland from there one hundred miles to Athabasca river, and then take the river to Athabasca Lake, a distance of 400 miles. From there his route will probably be northeastward to the Hudson's Bay, through a part of the Dominion which is yet unexplored, and about which very little is known. The distance from Athabasca Lake to the Bay is about 800 miles. The Professor will canoe as much of it as possible.

* * *

THE Brandon Farmers' Institute at a meeting held on April 1st, took up the subject of immigration for discussion, several of the members submitting papers dealing with the matter from the farmers point of view. There seems to have been a considerable difference of opinion as to the utility of the methods at present being pursued by the Governments for the promotion of immigration, and some of the speakers even went so far as to advocate the doing away with agents altogether and letting matters take their own course as far as that line of work is concerned. The first and best of the papers read was by Mr. J. C. Sinclair. He dealt with the subject in a most liberal way and seems to understand the needs of the country pretty well. He outlined a scheme for securing testimonies from farmers for publication in pamphlet or other form which he thought would, if carried out, furnish reliable information about the characteristics and capabilities

of different districts. It is disappointing to turn from Mr. Sinclair's paper to some of the remarks made by speakers who followed him. It seems strange that there should exist in this province, men with such narrow minds that they cannot understand why it is advantageous for us to have immigration agents in the countries from which we desire to draw our settlers, informing them of its resources and prospects.

* * *

SOME of the passengers lauded by the steamship *Numidian* on her last trip to Halifax are complaining very bitterly of the treatment they received while in quarantine at that city. After they were landed and supposed to have been freed from further restraint in this respect they were, as they assert, herded into an immigrant shed, and compelled to wait in there for nearly ten hours for their train. This they say they would not have minded so much if the shed had been clean and provided with ordinary accommodations, but it was not. Many of them had to stand on their feet the entire time, as there were not seats enough for all, and the floors were so dirty that they could not sit or lie on them. If these complaints are well founded the authorities in charge should be called sharply to their senses, and made to look more closely after the comfort of the people in their charge. It is only fair to the immigration officers to state, however, that they have since denied the whole charge.

THE publishers of *Land and Water*, 58 Pall Mall, London, S.W., England, of which Mr. G. T. Teasdale-Buckell is editor, have announced the addition to the business of their paper of a feature which will be of special interest and value to Canadians. It is an agency for the purchase of fine specimens of live stock for foreign or colonial buyers. Such buyers are precluded by absence from making purchases at auction sales, where bargains at half and quarter the sum asked by private treaty can frequently be had. All purchases will be made by gentlemen who have a thorough knowledge of the stock in question. Communication with the paper alone is necessary, all further business being looked after by its representatives. It might be well to say in passing that it was the editor of *Land and Water* who introduced in Canada and the United States the splendid breed of Llewellyn setters which have for years won all the Field Trial prizes here. *Land and Water* itself is an old and thoroughly reliable publication. It is devoted to the field sports and country family interests of Great Britain. Interested parties should write to the address given above for information.

Lord Lorne on British Columbia.

"The Marquis of Lorne publishes in the current issue of the *Graphic*," says *The Canadian Gazette*, "a record of experiences of 'Hunting Life in the Rockies' on the Canadian Pacific Railway, which is excellently illustrated by Mr. C. E. Fripp, R.W.S. It speaks of things as they were a decade and more ago, when the site of the city of Vancouver was covered by gigantic fire. But the Pacific Province is still sportsman's paradise. 'What wondrous fly-

ing it was!' exclaims the Marquis. 'He took them to a lake which shall be nameless—or which we shall, at all events, only call by an approximation to the sound of the Indian title, something like Lake Guessimifurkan,—and there in two days they caught about 400 fish weighing 900 lbs. For fear Mr. Andrew Lang and everybody else who loves fly-fishing should rush there only an approach to the name is given, and the access to the spot is not here indicated except by the assertion that it is in British Columbia—a wondrous word is that double-barrelled name—a name covering a country incomparable in beauty and variety of scenery. Nowhere is there a richer sea, nowhere is there a more romantic coast. Fishermen of the British Isles could be settled along these shores in a climate soft as that of Devonshire, and find a market for their fresh fish in the Canadian and American coast cities, and for their salt fish among the Roman Catholic populations of Chili, Peru, and kindred southern States. Some day or other small fruit trees will be as common along the shores as are now the innumerable firs. A Fraser box of apricots will be as popular in London markets as canned salmon from that river. Meantime, it is a mercy to the sportsman and traveler that all the 'congested districts' of Europe are kept by professional agitators from haunting the paradise; and the enterprising globe trotter may luxuriate in fishing and hunting better than can be enjoyed by any European in the Old World.'"

A Globe-Trotting Journalist.

A remarkable journalistic feat is now being performed by a Swedish newspaper man connected with the Copenhagen *Danneborg*, named Sven Otto Richard Waldemar Wiren, who recently made a bet of £2,000 with some acquaintances that he would travel round the world without money. He took a letter of credit for £25 with him, but this was only to prevent him from being arrested as a vagrant, for if he cashes it he loses his wager. He worked his way across the Atlantic before the mast at 1s a day, then he got a free passage from Wilmington to New York, where he had no food for two days. From New York he had a free passage to Chicago, but had to perform the journey fasting. A notice of a Norwegian hotel in Chicago in his home paper secured him a fortnight's board. He objected most strongly to being called the "champion dead head" by the Americans. From the Pacific Slope he contrived to get across to Hong Kong, and from the Singapore papers just to hand we gather that he had reached that place, after becoming exceedingly unpopular in the East. From Singapore he was about to head for Australia, where it may be taken for granted he will have an exceedingly bad time of it.—*The Colonies and India*.

Construction on the Nelson (B. C.) and Fort Shoppard Railway is to be pushed with all possible haste, as the line should be in running order by October 1st. Supplies are being purchased in Winnipeg to be shipped to the base of operations via the C. P. R. and Columbia river steamers.

The Old Ship's Requiem.*

Forlorn in the lonesome North she lies,
That never again will course the sea,
All heedless of calm or stormy skies,
Or the rocks to windward or a lee;
For her day is done
And her last port won—
Let the wild, sad waves her minstrel be.

She will roam no more on the ocean trails,
Where her floating scarf of black was seen
Like a challenge proud to the shrieking gales
By the mighty shores of overgrown;
For she lies at rest
With a pulseless breast
In the rough sea's clasp and all serene.

How the world has changed since she kissed the tide
Of the storied Thames in the Georgian reign
And was pledged with wine as the bonny bride
As the West's Isle-gemmed barbaric main—
With a dauntless form
That could breast the storm
As she wove the magic commercial chain.

For science has gemmed her brow with stars
For many and many a mystic field,
And the nations have stood in crimsoned wars
And thrones have fallen and empires reeled
Since she sailed that day
From the Thames away,
Under God's blue sky and St. Georges shield.

And the world to which, as a pioneer,
She first came trailing her plume of smoke,
Is beyond the dreams of the clearest seer
That ever in lofty symbols spoke—
In the arts of peace
In all life's increase
And all that the gold-browed stross invoke.

A part of this was a work of her's,
In a daring life of fifty years;
But the sea-gulls row her worshippers,
Wheeling with cries more sad than tears,
Where she lies alone,
And the surges moan—
And slowly the north sky glooms and clears.

And may we not think, when the pale mists glide,
Like the sheeted dead by that rocky shore,
That we hear in the rising, rolling tide
The call of the captain's ring o'ce more?
And it well might be,
So forlorn is she,
Where the weird winds sigh and the wan birds soar.

SAMUEL L. SIMPSON, in *Northwest Magazine*.

* This poem refers to the old Hudson's Bay Co.'s steamship *Beaver*, which was the first steam vessel on the north Pacific coast. She came out from London some time in the forties. Her hull now lies on the rocks in Burrard Inlet, British Columbia.—Ed.

The Population of British Columbia.

"According to the tabulation of the population of British Columbia, as it is given in the first volume of the census, just issued," says the *Vancouver World* of April 20th, "Cariboo is credited with 5,519 inhabitants, but whether whites, Indians or Chinese is not stated. For census-taking purposes that electoral district was divided into 11 sub-districts, and the population thereof was as follows:—

Alexandria	671
Aikali Lake	534
Big Bar	234
Clinton	388
Keithley Creek	840
Lac la Hache	207
Lightning Creek	125
Lillooet	1,088
Quesnelo	706
Richfield	316
Williams Creek	410
Total	5,519

The area of this district embraces 114,265 square miles, equal to 73,129,600 acres of land.

New Westminster electoral district, in the publication of the census as given in the volume before us, appears to have been differently dealt with from any other in the Dominion, and an explanation should be forthcoming at once as to why this is so. For instance, this

enormous district—an empire as regards its extent—as it appears in print is credited with a population of 42,228, made up thus: New Westminster, 21,889; New Westminster city, 6,078; and Vancouver, 13,709. An area of 204,050 square miles, embracing some 130,592,000 acres of land, appears as having been only subdivided into three districts. We are aware that complete returns were sent in to the census bureau showing the population and the other data relative to the district, all of which at this juncture would be of vast importance. Until explanations are forthcoming, it would be unfair to enlarge upon this all important omission, forming as it does, a vital factor in the discussion on the redistribution of seats in the Legislature. The dwelling-houses in the district, occupied, are given at 4,698, while in the next column the houses are returned as being in number only 3,853. The dwelling-houses in New Westminster city were 1,143, those occupied, 1,054; in Vancouver city the occupied houses were 2,492, and the houses, 2,231.

Vancouver district (including the city of Nanaimo) was divided into 14 sub-districts, showing a population of 19,229 souls, and an area of 15,931 square miles and 10,196,013 acres, as follows:

Alberni	191
Comox	548
Comox, S.	140
Cowichan N.	921
Cowichan S.	413
Gabriola Island	125
Coldstream and Sooke	3,270
Lake and Highland	335
Mayne Island	197
Mountain	1,625
Nanaimo	6,512
Saanich	610
Salt Spring Island	436
West Shore	2,906

Total

18,229
Victoria City's population is 16,841, and that of the district, 18,538. The area occupied by the city is 2.90, and the acreage, 1,856; but as part of the adjacent country is attached to Victoria for the House of Commons elections, the mileage area of the rural section is 68.73, and the acreage 43,987. The district was subdivided into six divisions, thus:—

Victoria, James Bay Ward	3,873
Victoria, Johnson street Ward	5,707
Victoria, Yates street Ward	4,261
Esquimalt	740
Metchoin	215
Victoria	742

Total

18,538
The number of families in Victoria is 3,228 against Vancouver's 2,653; dwelling houses occupied 3,187, and houses 3,089.

Yale district has a population of 13,661 scattered over an area of 47,985 square miles, embracing 30,710,460 acres. This district was sub-divided into 14 divisions. It is credited with having 3,504 families, 3,537 houses occupied, 3,393 houses and by divisions shows the following population:—

Cacho Creek	697
Douglas Lake	303
Grand Prairie	826
Hope	774
Kamloops	1,517
Kootenay, Lower	1,220
Kootenay, Upper	2,185
Lytton	1,323
Nicola	752

Okanagan Mission	348
Osoyoos	711
Priest's Valley	739
Princeton	220
Spallumcheon	1,342
Spence's Bridge	307
Yale	982

Total

13,661
There were 20,718 families in the Province, averaging 4.7; the males numbering 63,003, and the females, 35,170. Of this number, 18,111 were married males, and 14,809 females, making a total of 33,620 married people. The widowers numbered 1,612, and the widows, 1,890. Under the heading of Children and Unmarried, we find 42,580 males, and 18,471 females; the grand total being given in this tabulation as 96,992.

Many of the other classifications have already been published in these columns. There is one, however, which is important. In giving the gross population of the province in 1871, the number is mentioned as being 36,247, and by reference to a foot note we are informed that of these no less than 25,661 were Indians. No other reference that we have seen is made anywhere to the natives. The population in 1881 had increased to 49,459, and in 1891 it is published as being 93,173, a slight increase in the total already published by us."

British Columbia Notes.

The citizens of Kaslo are applying for a charter of incorporation for their town.

At a preliminary public meeting held recently in Nanaimo it was decided to establish a Horticultural Society.

The Westminster *Columbian*, of April 10th, says: "Eight Japs renounced allegiance to the Emperor of Japan this morning and became full-fledged British subjects."

The Westminster Board of Works proposes to spend \$17,870 of the city's revenue this year in street repairs, new sidewalks and crossings, box drains, salaries, etc.

The Government steamer *Quadra* has returned from Northern British Columbia where she was investigating the trouble among the Indians, resulting from the reported massacre on Sorrow Island. The police officers report all quiet among the Indians now.

It is proposed to raise the number of men in the three garrison artillery batteries in Victoria to 110 men each, giving a total strength of 330. This force will form a reserve for the defence of the Esquimalt fortifications.

A Vancouver Island two-pence half-penny stamp of 1861 brought the sum of \$111 at a recent sale of rare stamps held in New York. The purchaser was a Toronto gentleman. This was the highest price brought by any in the collection.

Vancouver World: "From Southern Okanagan comes the news that live stock has wintered all right and that the snow between Oro, Washington, and Krugers, B. C., is disappearing rapidly. Lake Okanagan was frozen over when our report left, but the warm chinooks which have prevailed since, it is believed will have pretty well melted the ice into water. Mining news about Fairview was uninteresting,

nothing of moment having to be noted, beyond the fact that the miners who had left in the fall were returning. Fairview, it is certain, as a mining camp, is second to none in the Northwest in point of richness and hopes."

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British New Guinea.

A general meeting of the Royal Colonial Institute was held at the Hotel Metropole, London, England, on April 11th, at which Mr. T. H. Hatton Richards, treasurer of New Guinea, read a paper on the affairs and general condition of that important part of the British Empire. Many of the points made were of more than ordinary interest. Following are some extracts:—

After touching upon the early history of the country, Mr. Hatton Richards said:—

"A great change has taken place in connection with New Guinea since the Royal Colonial Institute was last addressed on the subject by the Rev. James Chalmers in January, 1887. On that occasion the lecturer spoke of New Guinea; to-night I am going to speak of that portion over which the Queen's sovereignty has since been proclaimed, and which, as a result, is now known as British New Guinea.

In the Possession of British New Guinea the Administrator is assisted by Executive and Legislative Councils, nominated by the Crown. The number of members of each council is limited to five, exclusive of the Administrator. The appointments to these councils are for terms of six years from date of appointment.

The position of British New Guinea is somewhat exceptional. Certain Colonies of Australia pressed for annexation, and evinced their sincerity by agreeing to pay for the expense of a Government for ten years. As a return, those Colonies are consulted through Queensland in the administration of the Possession; while financially, their return consists of the local revenue of the country, and the refund of any unexpended portion of the £15,000 there may be at the end of the year. I might here mention that Western Australia also pays a small amount annually, although not bound to do so. The contribution, however, is really a continuation of the older agreement, in which she was a party, to pay the expenses of a Protectorate.

The seat of Government is at Port Moresby, and as it is, therefore, the principal point of the Possession, perhaps I may be permitted to give a short description of it. Its position is about 9° 27 min. S. The locality had been selected by Sir Peter Scratchley, chiefly, I believe, because it was the only place where any attempt at permanent civilisation had been made. The London Missionary Society had had their headquarters established there for some considerable time, while, as regards climate, speaking in comparison with other parts of the Possession, it may be regarded as fairly healthy. There is a tolerably good harbor, which is margined by surrounding hills. These hills are very irregular, covered for the most part with forest trees, which seem at once to remind the traveller of the Australian gum. At certain times of the year these hills are terribly barren, but during the wet season they become rather picturesque, for they add a green and refreshing landscape to the general contour of the scene. Government House is best seen from the harbour. It is a most unpretentious building, situated at an elevation of about 150 feet. The principal European settlement is to the right of the harbour on entering. The houses are built either of wood or corrugated iron, or both. The first thing that strikes the traveller as he approaches Port Moresby is the very mountainous aspect of the country. In the distance can be seen a high range of well defined mountains, seeming to assert the greatness—or, perhaps, I should say the vastness—of the comparatively unknown country. Jagged and notched in their topmost outline, they present a weird front to the person who beholds them for the first time. The headquarters of the Government being at Port Moresby, the next principal stations are those situated at the eastern and western ends of the Possession. In the former, a small is-

land called Samarai, and in the latter a place called Mabudauan, are the points from which the magistrates in charge of those districts do their work.

It may be appropriate here to draw attention to the magnitude of the Possession that has to be controlled. The area of the whole, as described by the Proclamation of Sovereignty, and which, of course, includes islands, is about 203,253 square miles. Of this, about 86,374 square miles form the mainland, leaving as a result an aqueous area, with numerous islands scattered about, of 115,879 square miles. Bearing in mind that the mainland is in parts very thickly populated, that the chief islands are equally so, and also the distances, very great in many cases, between the island and the mainland, or the islands themselves, you may possibly be able to form some vague idea of the vast extent of the Possession to be governed, and of some of the difficulties of administration, which are increased by certain exceptional local conditions. The great majority of the people have lived, and do live, in strange independence of one another. Different dialects, different habits and customs in detail, have separated one tribe from another, till they either live in enmity or fear. There are no recognized chiefs, as in other countries. Each district has to be dealt with separately, the people brought together themselves, and confidence in one another established. Such a country could not be governed from an office in Port Moresby, but requires constant travelling and supervision on the part of the Administrator, while it is not the work of a day or a year: it must be gradual. I think, however, there are very few places on the coast, from the British-Dutch boundary on the south and the British-German boundary on the north, where the natives do not know something about the Government. Their ideas and conception of it may vary according to the opportunities afforded to the Government of visiting certain parts more frequently and easily than others, but the great barrier of complete ignorance of our intentions may be said to be breaking, and is broken in many places. When this is all completed, it follows that it is easier to encourage settlement in those parts brought thoroughly under control. It is not only essential for a good result to the administration of such a country, but of benefit to the settler himself, who has the way prepared for him, and who has not to combat with difficult native questions, which will arise in such new countries, and which we could not so well deal with as an organized body having all through a consistent line of action.

In the tours of inspection undertaken for the purpose of bringing the whole Possession under the control alluded to, a vast amount of new ground has of necessity been broken, and much useful knowledge of the country and its inhabitants obtained. It is not my intention this evening to give you an account of any of the expeditions that have been made under the leadership of the Administrator, for when you remember that each small trip would give material for at least one paper of interest, you will see how impossible it would be to attempt anything of the kind, even supposing I were in a position to do so from actual experience, which I am not, as I have been in comparatively few expeditions. I may, however, remind you of the result of two or three. The Owen Stanley Range was ascended in 1889 by Sir William MacGregor, who, with less than six followers, reached the summit, the highest point attained being 13,121 feet. The Fly river in the west of the Possession was ascended for 610 miles, being some miles further than the distance attained by Signor D'Albertis in 1876. This river runs for some distance out of our territory into that of the Dutch, crossing the boundary about latitude 6° 59' S, and returning into our Possession about latitude 6° 20' S. A new and important river was discovered to the west of the Fly, and since called the "Morehead." Although the mouth is over 100 miles from that of the Fly, the course of the river is such that at the

head, which is 120 miles up, the traveler is only about thirty-five miles in a straight line from the Fly, 130 miles up, just about the position of the Fairfax group. Those instances, however, by no means represent one-sixth of the work done, which of course must comprise small efforts as well as big, while the smaller ones are by no means the least important, by reason of the objects in view at all times.

The Papuan race is not confined to New Guinea, but embraces other adjacent islands. At the same time, New Guinea may be said to be the home and centre of this fine people. There is, however, much diversity of manner and habits amongst them, so my remarks will be confined only to those with whom I have been brought into contact in my wanderings. The Papuan is of medium height and well built. The prevailing color is a dark chocolate inclining to black, but quite distinct from the negro. In some places, however, the color is not so dark as in others,—the celebrated Tugeri tribe, for instance, that we met inside the Dutch territory three years ago, were quite the lightest I have seen.

By nature the Papuans are first-rate agriculturists. They clear the ground, till, drain and fence it in a most excellent way. Their gardens are really their chief industry, and they are perfect in order and neatness. In the large gardens can be seen the storehouse in which yams, taro, sweet potatoes, etc., are placed as they are dug.

The native idea of architecture is somewhat primitive in general, but not so in detail. Wherever it is decided to lay out a village no obstacles are allowed, not even that of water. All the houses are built on piles varying six to ten feet in height from the surface of ground or water. As a rule on the coast a village will be found wherever coconuts will grow, and to the traveller these trees are therefore often a great guide, for where he sees them he may expect to come across natives and find fresh water.

The character of the Papuans is infinitely better than is generally supposed. They have a keen sense of justice, and possess good traits in their disposition, which tend to make them a comparatively easy people to get on with, if they are approached in the right spirit. Amongst themselves they are very affectionate. I have seen some very heartrending instances of this. Most decidedly they are not blood-thirsty, and the thrilling tales one hears of cannibalism should be received with great caution; while one should also be slow to place credence in tales of so called savagery, without knowing what has happened in the past (perhaps years ago) to lead up to what might appear without the knowledge of both sides of the story, to be acts of inhumanity. The Government have found the natives to be useful workers. The constabulary force in the Possession is being formed out of their numbers, and they appear to respect the trust reposed in them, while in moments of difficulty or danger they have proved to behave admirably.

The climate of British New Guinea is moist, enervating, and must be regarded as unhealthy, and the early hardships so often attendant on a new country have certainly not tended to make it less so to those who have had to endure them. Malarial fever is the principal and most troublesome ailment. It may be possible to fight against it for sometime, but it will come sooner or later. Its attacks are often sudden, without any premonitory symptoms, while it will often lie dormant in the system, and not appear till one has left the country. Those who travel about, or have travelled, in the country suffer most. A lengthened residence does not seem to acclimatise one. The man who has been ten or fifteen years in the country is just as liable to suffer from it as the man who has been the same number of days, weeks, or months. Albeit the death rate from fever is extremely low. Possibly, however, its worst feature is that there seems to be no finality to

it, either in or out of the Possession. It leaves traces which may be answerable for anything. Still, there is no great reason why the climate should not improve in the future, as the place becomes more civilized and opened up, and better means exist to enable one to contend with it. At present, fresh food of any kind is unknown; nearly everything in the way of provisions has to be imported in tins. It can, therefore, be readily understood that this fact in itself is sufficient to render one less able to fight against other elements.

Missionary efforts in British New Guinea were first commenced on the Woodlark Islands by the Roman Catholics, about the year 1847, but the mission was a failure, some of the members being murdered, others dying of fever. In 1871 the Revs. A. W. Murray and S. McFarlane placed Polynesian teachers in certain places on the southeast coast, on behalf of the London Missionary Society. In 1874 the Rev. W. G. Lawes went and took charge of the mission, establishing the headquarters at Port Moresby. In 1877 the Rev. James Chalmers arrived from Raratonga. To those who have been in British New Guinea, and seen by personal experience what has to be endured in the way of hardships and dangers now, it is possible to form some small idea of what must have been gone through by those men who have devoted the best portions of their lives to the cause of missionary work. If ever men were entitled to the admiration and respect of their fellow men, it is these pioneers of mission work in New Guinea. In connection with the London Missionary Society there are now six gentlemen (including Mr. Lawes and Mr. Chalmers) over a large number of teachers actively employed carrying on the work so nobly started. Mainly due to the efforts of the Rev. W. G. Lawes, the whole of the New Testament has been translated into the Motu dialect (the one most known), while many hymns have also been translated by the Rev. James Chalmers. In 1885, the Roman Catholics started a mission at Yule Island, in Hull Sound, in connection with the order of the Sacred Heart. This mission has been doing much useful work, but I deeply regret to say that since my arrival in England I have heard of the death of the Right Rev. Bishop Verjus, who was the most active member of the mission. He was a young, broad-minded, energetic father of the Roman Catholic Church, and one of whom that Church had every reason to be proud. His death is not only a loss to them, but a serious one to the Possession. In 1891 the Wesleyans, who did such wonderful work in Fiji, commenced operations under the lead of the Rev. W. E. Bromilow at the east end of British New Guinea, and their progress since starting has been marvellous. Later in the same year the Anglican Church started a mission on the northeast coast. This body, however, received a great blow in December of that year, through the death of the Rev. A. A. Maclaren, who was in charge. He succumbed to malarial fever on board the Government steamer when on his way to Cooktown to obtain change. He, too, was a man whose death has caused a great blank. He possessed one of the finest and noblest characters, and his heart was thoroughly in his work. It is in the death of such men as these that the progress of work in new countries is so often retarded, and the efforts of institutions so terribly lighted. The Rev. Copeland King is now in charge of the Anglican Mission.

That the missions have done good there can be no doubt. From a statistical point of view the results may not be very large, but all mission work is a question of time, and the slowest part is at the commencement. Still, the progress in British New Guinea has been steady, and much good has been done by that civilizing influence which accompanies the teacher of religion. The aims of the various missionary bodies are almost identical with many of those of the Government, and thus they work hand-in-hand, each helping each, unity giving greater speed to progress, till we may reasonably look

forward to no very distant date when the Papuan will have advanced to a far higher state of civilization.

The native population of British New Guinea is, up to the present, quite a question of conjecture. Sir William McGregor, who has had the best opportunities of forming an idea on the subject, by reason of his extensive travels in the Possession, has put it down at certainly not less than 300,000, while he thinks that 350,000 would be a nearer estimate. The non-native population in April, 1891, was 272, made up as follows.—British, 115, German, 4, Italian, 2, French, 20; other Europeans, 13; Americans, 2, West Indians, 6, Chinese, 3, Malays and Javaneses, 18; Polynesians, 89—total, 272. I do not think this has increased much, if at all, since that time.

The value of the exports from British New Guinea for the year ending June 30 last was £11,289 10s., being an increase of £2,855 9s. 8d. over any of the three previous years. Among the principal articles of export, *beche de mer*, copra, gold, pearl shell, curiosities, sandalwood and turtle-shell may be mentioned. Gold, however, which was found some little time ago in fair quantities on some of the islands (principally Sudest and St. Aignan) is falling off, as will be seen by the following comparative table:—

	1888-89	1889-90	1890-91	1891-92
Ounces...	3,850	3,470	2,426	1,235
Value....	£11,389	£12,440	£8,371	£4,322

As the export of only a small portion of this gold was reported in the Possession the total value of exports is short by the value of the quantity of gold not reported, but entered inwards in Australia, and of which information was afterwards obtained to enable the above table (which I have taken from the last annual report) to be prepared. The imports to the Possession consist chiefly of food stuffs, drapery, building materials, and 'trade' goods, which term includes a great variety of things. The total value of imports for the year ending June 30 last was £23,756 6s. 11d., or an increase over any of the three previous years of £7,632 3s 11d.

The revenue derived from the Possession for the same year was £4,783 16s. 5d., showing an excess of £1,768 3s. 1d. over the best of the three previous years. This increase was most satisfactory, as it was due to quiet, genuine progress, and without any exceptional fact occurring during the year to cause it. I see no reason why this state of affairs should not only continue, but still more improve. The progress was well maintained up to the time of my departure. The principal item of revenue is due to the customs collections, which amounted to £4,428 14s 11d in the last year of which I have been speaking. The greatest trade is with the east end of the Possession, and from Samarai we derive the largest portion of revenue.

In Australia, our nearest ports for trading purposes and mails are Cooktown and Thursday Island, but the former is the one most used. Albeit mail communication with British New Guinea is very irregular. To be without a mail for two months is no uncommon occurrence, while I have known one instance in which we were twelve weeks without one. Since I left, however, I have heard that a contract has been entered into by the Government for an eight-weekly sailing service. The vessel, which must not be less than one hundred tons, is to leave Cooktown to go to Samarai in the east end, and then proceed to Mabudauan in the west end of the Possession, calling at Port Moresby and other places in between, and then return to Queensland. In British New Guinea the only ports of entry are Port Moresby and Samarai.

For the land speculator British New Guinea has no opening, but there is absolutely no reason why the Possession should not receive its share of attention as a likely place for settlement, though in considering this question certain facts must be borne in mind. Contrasting it with other countries, British New Guinea almost stands alone. The wealth

of any country without commercial prosperity must depend upon the conditions on which its lands are occupied. In the greater portion of Australia, for instance, the future welfare will depend on the use that is made of the soil, and of which nearly every foot is available. In British New Guinea, on the other hand, a great deal of the land is already occupied, well tenanted, and industriously tilled by a highly intelligent race of people. It is, moreover, the policy of the Government that the title of the present occupants shall be respected. Allow me to give you a passing illustration. If the Government becomes desirous to acquire land for any purpose of its own, it will be requisite to purchase the land from the natives and have it formally transferred to the Crown. The only exception to this is in favor of waste and vacant lands. In this way our hold is strengthened by the fact that we respect the title of previous occupation. At the same time, there is a great variety of land available for agricultural settlement, and, as far as the Government is able, every inducement and encouragement is given to the *bona fide* settler. All that legislation can do has been done, but so far the attention directed to the country is disappointing. Land may be found for almost every tropical product, but not in the same large areas that are dealt with in Australia, for instance. To the man, however, with experience and a little capital, who chooses a moderate quantity of land with care and prudence after personal inspection, good results should issue. He would find two great things in his favor. First, the country is never visited by cyclones, which so frequently in other parts of the world lay waste lands cultivated at great expense, and thus very often destroy the results which should, and would otherwise, accrue to the labor of years. Secondly, with care and tact on his part he should always be able to obtain a plentiful supply of good labor at an extremely moderate rate. But the man who goes to New Guinea must be prepared to rough it in the truest sense of the word, to be ready to put his hand to anything, and wait patiently for the fruit of his labors.

About the chief difficulty to be encountered is the one of climate, but beyond this there is really nothing else that could not be overcome; while, as far as the climate is concerned, I have already said, I think, this may improve in time as the Possession is opened up and it becomes more possible to use the more hilly portion of the country for purposes of change. Of course, the primary care in a country like the one we are considering, and which is, as I have said before, so exceptional in its conditions, is to get on well with the natives. In British New Guinea this would, to a great extent, depend upon the settler. The people must be treated fairly and honorably and with consideration, not as a race supposed to have less feeling or intellect than ourselves, simply because they are of a darker color, but regarded as fellow-creatures possessing senses and feelings quite as fine and sensitive as our own. First impressions are everything; and whether it be the passing traveller, or the intending settler, let him bear in mind that the smallest thing is remembered. The pioneer may succeed in his journey, and escape its perils, but others may suffer years after for any indiscreet act or want of judgment on his part. There is a civilization which exists for the dark man which is wholly distinct from our own, and this might also be usefully remembered by those who visit strange people in the far off isles of the sea. It is the clear realization of little, but such important points like these, that so many of the difficulties experienced in a new country may be minimized, if not overcome, and untold assistance rendered to those who follow hereafter.

Let me, in conclusion, commend British New Guinea to your close and careful attention, for there is no reason why it should not, in years to come, take a prominent and important position amongst the vast possessions of Her Majesty."

Department of the Interior—Annual Report.

A copy of the blue book containing the annual report of the Dominion Department of the Interior for the year 1892 reached THE COLONIST last month. This contains a statement of all the work done in the various branches of the Department during the year, much of which is of interest and value to Canada. It opens with the report of the Deputy Minister of the Interior and then takes up in Part 1, the reports on Dominion Lands; in Part 2, the reports on Dominion Lands Surveys; in Part 3, the reports on the Northwest Territories; in Part 4, a report on Keewatin; in Part 5, a report on Rocky Mountain parks; in Part 6, the reports on immigration; and in Part 7, a report on the Peace River and its territories.

Deputy Minister Burgess in his report outlines the whole of the work of the department for the year, giving a great deal of information about immigration, &c. In opening he says:—"The greater part of the business of this department, in all its ramifications, consisting, as it does, mainly of the survey of public lands, the introduction of settlers from other countries, and the placing of such settlers on homesteads, commences with opening of spring and closes with the setting in of winter. In order, therefore, that Parliament may have a fairly accurate idea of what has transpired during the season next preceding the session, it is absolutely necessary that this report should be brought down to the end of December." Mr. Burgess then goes on to show how difficult it is to get the matter in shape and through the printer's hands in the limited time which such arrangement leaves them. He notes two important changes affecting the department, one the transfer of the immigration and emigration from the Department of Agriculture to the Department of the Interior, and the other was the retirement of the Hon. Mr. Dewdney from the Ministry and the appointment of Mr. Daly to the vacancy. Mr. Burgess then goes on to say: "The subjects of immigration and the settlement of the public lands are naturally very closely allied. Apart from this, the tendency of immigration has of recent years been so largely in the direction of the immense and fertile agricultural areas of Manitoba and the Northwest Territories that the convenience of administration appeared to indicate the desirability of having both subjects under the control of the same department. I take this opportunity of saying for myself and the gentlemen who are associated with me under the Minister of the Interior, in the administration of the affairs of the Department, how deeply sensible we are of the great importance of the question, and of the enormous additional responsibility which has been placed upon us. I also take the opportunity of giving expression to our gratitude to Mr. John Lowe, the Deputy Minister of Agriculture, for his generous readiness on all occasions to give us the benefit of his intimate knowledge and experience acquired during the many years his branch of the public business was under his personal supervision. It would be difficult to express in word the extent to which this disposition on the part of

Mr. Lowe has facilitated the satisfactory continuance of the work since it has been attached to the Department of the Interior."

In the reorganization of the immigration service, consequent upon the change, the first questions which presented themselves for consideration were: 1st. The continuance of the immigration agencies in the Eastern Provinces; 2nd. The continuance of the immigration agencies as such in Manitoba, the Northwest Territories and British Columbia. 3rd. The continuance of the collection of immigration statistics. Mr. Burgess was instructed by Minister Dewdney when the change was decided upon to make a thorough study of the whole matter, with a view to determining the best manner of conducting the emigration work. The result of his investigation was that he recommended that the distributing agencies at Victoria and Vancouver, B.C., London, Hamilton, Toronto, Kingston, Prescott, Port Arthur and Ottawa in Ontario, and Sherbrooke, Quebec, be abolished. An Order-in-Council was passed shortly afterwards carrying this recommendation into effect. He also recommended that the immigration agencies in Manitoba and the Northwest, as such, be closed up and the business put into the hands of the Dominion lands agents, so that the settlers coming into the country would only have to deal with one set of officials, as it was thought that the work could easily be all accomplished through the land offices. As to the third subject—the collection of emigration statistics,—it was thought that the results obtained from the work were not of any great value or importance, and did not justify the somewhat heavy expenditure involved, so this work was dropped. It is expected that the savings in salaries alone in Canadian agencies, as a result of these changes will be about \$20,000.

Regarding the inspection of pauper children, Mr. Burgess says: "I think it may be of some consequence in this relation to publish the following extract from the report of the Local Government Board of London, England, for 1891-92 in reference to the pauper children emigrating to this country:—

"Since the issue of our last report we have received through the Colonial Office further reports made by immigration officers of the Canadian Department of Agriculture respecting visits made by them to the homes of children who were sent out to Canada by boards of guardians with our approval. These reports related to 479 such children, seven of whom could not, however, be traced by the immigration officers. We are glad to find that, with few exceptions, the reports are of a satisfactory nature. The children are reported to be generally contented and well cared for, and the greater number of their homes to be free from objection. Though in many cases reference is made to faults in the character, disposition or habits of the children, there appears to have been comparatively few instances where the foster parents have expressed an intention to part with them in consequence. The reports show that in some of the cases the children and their foster parents have become greatly attached to each other, and that in others the foster-parents take an unselfish and parental interest in the present and future welfare of the children committed to their keeping. There are somewhat fewer cases than formerly in which children are said to have been adopted; but it is apparent, both from the present and former reports, that the system of adoption does not,

in Canada, necessarily imply that the foster-parent accepts once for all the care of a child as his own. With regard to five homes only the reports are not favorable, and in two of these the children are stated to have been not well used and not well treated or sufficiently fed. The immigration officers have reported unfavorably upon the bodily or mental condition of eight of the children, and one of those children has been returned to England as insane. These reports show incidentally that for the most part children are placed out on the understanding that they will be boarded, clothed and educated until they attain the age of 15 years, after which time they are paid wages at the rate of \$3 or \$4 per month. They also show that the homes in Canada connected with the various emigration societies are of great assistance in connection with the welfare and supervision of children. Children who are dissatisfied, ill, or in unsatisfactory homes, appear to be frequently received back into these homes, whence they are again placed out, after having received further training or medical treatment as may be necessary.

"We have caused copies of the reports to be sent to the several boards of guardians responsible for the emigration of the children, and have requested further information as regards such cases as appeared to us to require explanation."

Of the immigration during the year 1892, this report says: "The immigration during the year 1892, has shown an increase which considering the influence exerted by the cholera epidemic, is very satisfactory. The collection of statistics of immigration having been discontinued throughout Canada, except at a few points, as already explained, the comparative tables hitherto published have, as a necessary consequence, been abandoned; but it may not be out of place to draw attention to the figures obtained from the agencies of the Department at Halifax, Quebec and Montreal. The arrivals at these three points were in round numbers 52,000. These people comprised 28,000 who declared their intention of settling in Canada, while the majority of the remainder were avowedly *en route* to the United States. Manitoba, the Northwest and British Columbia, claimed 12,000 for their share, and a very interesting check was established as regards this movement of immigrants by making a comparison between the number reported by the immigration agents and the tickets issued by the Canadian Pacific and the Grand Trunk Railway companies. The total number of "souls" bound for Manitoba, the Northwest and British Columbia during the six months of 1892 was 7,252, while the tickets issued for the same period by the two companies represent 5,408 adults. These tickets being for "adults," have to be converted into "souls" and this is done by adding one third to the number of tickets issued, which makes the total of "souls" 7,291. Then, again, the number passing Port Arthur was reported by the agent at that point as being 7,320. Taking into consideration the inevitable overlapping of returns at the beginning and ending of the term, the extremely close approximation of figures is remarkable, and must be considered a conclusive proof that the information obtained by the immigration agents is thoroughly correct. About 7,000 cabin passengers are included in the arrivals, but it has been found to be impossible, except as to a few landing at Halifax to ascertain their ultimate destinations with any degree of certainty.

The various agents of the Department report favorably of the class of immigrants during the year and that as a rule they have been well provided with funds. Those seeking employment have been placed without difficulty, and the demand for female domestic servants has been greatly in excess of the supply."

The number of homestead entries made during the year was 4,845, involving 774,400 acres of land, in addition to this 62,824 acres were sold.

"Although as already indicated," says the report, "it has been decided to discontinue the system hitherto pursued of collecting and publishing general immigration statistics, the following statement of the number of people who have taken up homesteads in Manitoba and the Northwest Territories during the calendar year, their nationalities and the number of souls represented by the number of entries, will be found both interesting and valuable:—

NATIONALITIES OF HOMESTEADERS.	
	No. of Entries.
Canadians from Ontario	1,621
" Quebec	214
" Nova Scotia	27
" New Brunswick	12
" Prince Edward's Island	14
" British Columbia	88
" Manitoba	522
" Northwest Territories	86
Provinces not given	247
Newfoundland	2
Australia	1
United States	513
English	693
Irish	51
Scotch	175
French	107
Belgians	54
Italians	5
Germans	95
Austro-Hungarians	126
Russians (other than Mennonites)	242
Mennonites	13
Swedo-Norwegians	70
Danes (other than Icelanders)	13
Icelanders	76
Poles	5
Roumanians	3
Unknown	3
Total—4,945	

4,945 entries represented 14,972 souls. (The number of souls in each family is obtained from the homesteader himself when making his entry.) "During the first three months of the year, at a time when the information was asked for without any intention of making official use of it, the Department did not call for any statement respecting the provinces from which Canadians making entries came; therefore the 247 entries which are classified as "Provinces not given." Of these, however, it is quite safe to say that 290 came from Ontario, and the remainder may be divided proportionately among the other provinces. Of the entries of persons representing themselves as from Manitoba and the Northwest Territories respectively, 269 of the former and 49 of the latter are the entries of persons who took their pre-emptions as second homesteads. These cannot be classified as additions to the population. The remaining entries in each of the cases classified as from Manitoba and the Territories were obtained partly by people who took second homesteads which had not been pre-empted previously, and partly also by people who had been sufficiently long resident in the Northwest to justify

them in applying this classification to themselves. A certain proportion of them undoubtedly, but what proportion our returns do not enable us to settle definitely, made second entries. The number of entrants classified as from Manitoba and the Northwest Territories, 693 in all, representing 1,824 souls, should be deducted from the total number of 14,972 souls, leaving a net total of 13,148, which would represent the actual additions made to the population by homestead entries, for every homesteader is required to state, when making his entry, the number of his family. But it is not absolutely certain that every homesteader and his family will become permanent settlers upon their respective homesteads, nor that they will remain in the country if they do not remain on their homesteads. The proportion of cancellations to actual entries, as the result of non-fulfillment of the homestead conditions, has of recent years been about 20 per cent. That percentage is not likely to be exceeded as far as concerns last year's business, but rather the opposite. Taking off, however, the percentage mentioned we are perfectly safe in saying that the total number of entries this year represents a permanent addition to the population of 11,419 souls.

"Another point to be observed is the large number of Canadians who have taken up free homesteads in Manitoba and the Territories during the year. Care has been taken to make it everywhere quite clear that it is not the policy of the Government of Canada to encourage the movement of population from one province to another, but it is very pleasing to know that such of our people as find it necessary to move do so in their own country. The information which reaches the Department from the best informed quarters indicates that the exodus of Canadian farmers has practically come to an end, and that the United States railway corporations have found it unprofitable to maintain their colonization agencies in Canada, and have to a very large extent closed them up. It may safely be said that no better guarantee could be afforded of the future prosperity of the Northwest than that the advance couriers of settlement there should be drawn from our own Canadian population. In addition to the high degree of intelligence and education which they bring to bear upon their farming operations, they have already had experience of the free and liberal institutions of this country, and especially of its systems of municipal government, which will be found of incalculable benefit, not only to themselves, but to the European settlers who may join them, and to whom the "local self government" prevalent in Canada has up to the present time been but a theory.

"During the past year 513 homestead entries were made by persons coming from the United States, a more than ordinarily valuable class, because in addition to the equipment for the pursuit of agriculture which many of them bring into the country with them—that is, their cattle, horses and implements—and which enables them at once to commence the cultivation of their lands, they bring also an experience of the climate and soil characteristic of the great prairie region of the west, of the most approved methods of agriculture, and of the care, breed-

ing and feeding of farm animals, which it takes the emigrant from Great Britain or continental Europe some years to acquire."

Regarding the grazing lands of western provinces: "The total number of acres now in force is 142, covering an area of 1,901,209 acres. The total number of cattle horses and sheep in the districts of Alberta and Assiniboia computed from information derived by the Department is as follows: Cattle, 129,283; horses, 20,579; sheep, 86,987."

"The Crown timber agent at Winnipeg reports that during the year 50,000 cords of wood have been marketed, of which about 40,000 cords were sold on the car in Winnipeg, at \$4 50 per cord for spruce, and \$2 50 for poplar; that about 25,060 tons of American anthracite coal were imported into Manitoba and the Northwest Territories during the year, and sold on the car at \$10 per ton; and that not more than 2,500 tons of American soft coal came into the country during the year, the price of which was \$7 50 per ton on the car. The small quantity of soft coal imported is no doubt due to the extent to which the product of the Souris coal mines has been used for domestic purposes since the mines were opened. The agent reports that since that time upwards of 10,000 tons were sold, which realized per ton at Winnipeg \$4; at Portage la Prairie, \$4; at Brandon, \$3 75; at Regina, \$4 25; and at Moose Jaw, \$4 35. The agent further reports that 1,500 tons of the coal mined at Anthracite and Canmore in Alberta, were sold in Manitoba at \$8 50 per ton on the car; and 5,000 tons of the Leithridge coal were retailed at Winnipeg at \$7 per ton on the car."

Commenting on the report of the Lieutenant-Governor of the Territories, Mr. Burgess notes that there has been a marked development of the dairying industry; several creameries and cheese factories have been established, the products of which find a ready market at remunerative prices. A dairyman's association for the Territories has been established. "For the quarter ending on the 30th September last there were 249 schools in operation throughout the Territory, with 295 teachers and 6,170 pupils; an increase of 27 schools, 28 teachers, and 718 pupils, as compared with the corresponding quarter for the previous year. Fifty-three new school districts were established, and petitions for the erection of fifteen more are now pending."

The manner in which the long standing question of the illegal occupation of school lands in Manitoba was settled is explained in Mr. Burgess's report.

Under the heading, 1, The Mennonite Loan," an outline is given of the Government's dealings with the Mennonites of southern Manitoba; and the fact is noted that during the year 1892 the last farthing of the advance made to these people was repaid, including not only the \$96,400 principal money borrowed, but \$33,956.52 interest as well, making a total return of \$130,356.52.

The matter of markets for the products of Western Canada is treated briefly, followed by an explanation of what is being or is to be done to define the boundary line between Canada and Alaska. The report closes with a table of the railway extensions of Manitoba and the Territories made during the year.

Manitoba Department of Agriculture and Immigration Report for 1892.

The annual report of the Manitoba Department of Agriculture and Immigration for the year 1892 has been printed in condensed form for distribution. It contains the reports of the various agents of the Government working in the interests of immigration to the province and the crop and agricultural records of the year. Chief among the reports of agents is that of Mr. A. J. McMillan, who is in charge of the work in the old country with headquarters at Liverpool. It contains some interesting information regarding the work done in Great Britain. In introducing his report, Mr. McMillan says: "As our offices in the United Kingdom were not opened until July 1891, the work in which we are engaged is comparatively new. In carrying on the work I have endeavored as far as possible to adopt newer and more vigorous methods, than those hitherto in vogue in this country."

A considerable amount of advertising was done through the papers having a rural circulation with very satisfactory results.

The correspondence of this office for this year was very large, embracing such distant countries as the Cape Colony of South Africa, India, Australia, Chili, France, Belgium, Sweden and Norway. The letters from these places were inquiries for information about Manitoba. Of this branch Mr. McMillan said:

"In dealing with our correspondence both at home and abroad, we endeavor to give them something more than merely stereotyped official replies; in short, to give them just the information they desire; and it is gratifying to know that our efforts to help intending settlers are often much appreciated. A case in point is furnished by the following extract from a letter written by a wealthy gentleman in Germany whose son we thus helped, and who ultimately proceeded to and settled in Manitoba. He says: 'I should be extremely pleased if I could be of any service to you or your Government in this part of Germany in return for all the kindness you have and are still going to show me. Please command my services at your pleasure.'"

Considerable attention was given to the distribution of literature descriptive of Manitoba. A special publication was issued early in the year, "The Manitoba Official Handbook," which has been in great demand in all parts of the United Kingdom because of the clearness and comprehensiveness of its reading matter. 100,000 copies of these were printed. Other publications were issued and distributed as occasion demanded, and with maps and general literature widely circulated. The free libraries, schools and public institutions of all parts of the country were kept well supplied with these. Some very encouraging letters were received from school teachers, showing what was being done with the parcels of literature which they received.

Another line of work to which close attention was given was that of lecturing. Mr. McMillan possesses a fine magic lantern outfit with views of Manitoba, and with these he il-

lustrated the various lectures which he gave in various parts of the country.

The leading exhibitions of England, Ireland and Scotland were attended and exhibits of the products of Manitoba shown.

The report contains in addition to the above information statistics of the emigration from the old country during the year, together with much general information about the work as it has been carried out.

Literary Notes.

A copy of *The Christiania Post*, of Christiania, Sweden, for April 13th, has reached THE COLONIST. We find in it about two columns of Canadian matter. This paper is giving considerable attention to emigration to Canada, publishing settlers testimonials delegates reports, etc.

The *Grip* Printing and Publishing Co. are asking for tenders for the purchase of the comic newspaper we all have known so long as *Grip*. With the name and good will of the paper are to be sold: the subscription list and all amounts outstanding for subscriptions, the advertising contracts and amounts due thereon, and the title and good-will of the *Grip* Almanac. The date up to which tenders will be received is May 31st, 1893, and all information regarding circulation, advertising, etc., will be given on application to Mr. Howell, at the Company's offices, 291 and 293 Yonge St., Toronto. This will not affect the other business of the Company, as all other departments will be continued in the premises above mentioned.

The April number of *The Canadian Magazine*, the new national review and magazine, well maintains the high character of the first number and the illustrations are deserving of praise. The political contributions are well written and interesting. In "British Trade and Imperial Reciprocity" Mr. Alex. McNeill, M.P., arrays facts and figures which will be new to most readers, and outlines a trade policy which is destined, apparently, to receive much attention in the early future. Attorney General Longley in "Nova Scotia Coal Mines" writes entertainingly a vigorous defence of the much talked of legislation of his government in regard to coal mines. "The National State," by Charles A. Stuart, is a scholarly, thoughtful, philosophic discussion of the broad movements of the age in regard to national organization. Stuart Livingston furnishes a charming dissertation on the life and literary ideals of the great Norwegian writer, Bjraastjerne Bjornson. "Balfour" is discussed appreciatively by J. Castell Hopkins. A timely article, beautifully illustrated, is "Ontario's New Parliament Buildings," by Frank Yeigh. Another illustrated article is "A Famous Canadian Shrine," by J. J. Bell. Henry Lye contributes a true and amusing story of Canadian experience under "Tales of Wayside Inns." Two thrilling stories, well told, also appear. In poetry, besides minor poems, is a long poem, "East and West," by Prof. Chapman, which is of rare merit; in fact, many will be inclined to place it amongst the finest narrative poems ever produced in America. *The Canadian Magazine* deserves success, and no well informed Canadian can afford to be without it. It is published by the Ontario

Publishing Company (Limited), Manning Arcade, Toronto. Subscription, \$2.50 per annum; single copies, 25 cents.

General Notes.

It is stated definitely that the Earl of Aberdeen has been appointed Governor-General of Canada.

The sales of C. P. R. lands for the month of April showed a considerable increase over those of the previous months of this year.

A car of exhibits of the products of the Northwest Territories is at present visiting the principal towns of the State of Michigan.

F. H. Brydges has received the appointment of general agent for the National Assurance Company of Ireland for Manitoba and the Territories.

Sir George Baden-Powell, M.P., who is well known in Canada, was married last month to Miss Frances Wilson, in St. Luke's Church, Cheltenham, England.

Bulletins 87 and 88, issued by the Ontario Department of Agriculture last month, deal with "Remedies for Common Plant and Insect Pests," and "The making of Cheese," respectively. The first contains some valuable information regarding methods of destruction of the insects which do so much damage to tree foliage and plants.

The arrangement recently completed by the Dominion Government with the firm of Huddart, Parker & Co., well-known in Australia shipping circles, for a monthly service of steamships between British Columbia and Australia, calling at Honolulu, gives promise of resulting in a largely increased trade between the two colonies. The C. P. R. have agreed to co-operate by a quick dispatch of passengers and freight from and to the Atlantic seaboard.

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Every one answering the above puzzle must enclose with the same Thirty Cents in Silver, (or ten three-cent stamps) for three months' trial subscription, or three subscribers at ten cents for one month, to *Good News*, Canada's Literary Newspaper. The envelope which contains correct answer bearing earliest postmark will receive first prize, the balance strictly in order as received.

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HOMESTEAD REGULATIONS OF CANADA.

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

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

ENTRY.

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

HOMESTEAD DUTIES.

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

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

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

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

APPLICATION FOR PATENT

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

INTELLIGENCE OFFICES.

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

A SECOND HOMESTEAD

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

INFORMATION.

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

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

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The Recollections of a Horse.

"HOW I WON MY FIRST RACE."

"From my point of view at the immature age of two and a half years, a race was the delirium of my young ambition. In the pasture I ran with the same wild instinct that prompts a bird to scar into the sunlight. I ran for joy, in blind obedience to the blood of the desert that coursed in my veins. I ran to tease Botherum, who scrambled after me through the clover, and then gave up the chase in despair. I ran for the entertainment of the row of screaming pickaninies hanging on the gate and ehying apples at me.

When I had been three months in training, on dry feed, the hard gallop over the colonel's private course was the only purely satisfactory half hour of the day. If the weather was bad I had the heart to kick down my box in my eagerness to get out, and I trod impatiently around the border of my enclosure like a caged lion, until I had trailed a deep path in the straw.

I had my own ideas about the conduct of my rider. A pair of bare black heels rattling on my ribs tickled me to a frenzy of effort, while the touch of a spur maddened me. The colonel at this time had secured an English groom, and installed him at the head of the stable. The darkies listened, incredulous, to this lad's boasts of his prowess, and turned the whites of their eyes scornfully on the glory of his racing logs.

One evening, after tea, a race was made up in which I was pitted against Miss Eunice's cart pony, ridden by my own groom, while I was to be mounted by the brilliant chief of the stable in all his finery. The family and servants had congregated along the fence at the starting point, and every black groom had his tongue in his cheek. We were off at the word, the pony at his best pace, and I galloping at his side, in proud contempt of his powers, the darky drumming on his ribs with his black heels, and mocking across at my rider. We had gone half around the course at this easy pace, when I felt the reins tighten, and at the same moment, the cruel spurs struck my flanks. My blood was up like a flash. From the inner side of the track I bolted into the ploughed ground, as dry and light as a bed of ashes. I heard the shouts and laughter of the spectators. I saw stars through the chaos of dust, and at the end of a series of mad plunges and kicks, I emerged from the red cloud on the opposite side of the track, and galloped riderless in ahead of my rival.

The new groom had been added to the stable for the express purpose of riding me in the two-year-old stakes at the approaching Kentucky Derby. I took a vicious dislike to him from my first experience in his hands. If he left off his spurs I permitted him to ride me, but I took care to do my best work when my old groom, Butternut Jim, was in the stable.

The excitement increased daily about the stable as the time for the race drew on. When they were off duty, the boys roiled about on the straw outside my window, basking in the sun, and laying their small bets.

"What make yo' ain' bettin' nuffin' on Selim, yo' Jim?" I heard a voice ask.

"What fo' I ain'? I is got a half dolla' onto that colt afo' I knewed dat cockney gwine ride 'im. I ain' no fool nigger, I ain'. Soon's I yer dat news I deno hedge long o' Mose, see? An' I doubled dat hedge. I done lay ever' nickel I got 'gin do colt—bigges' kind o' odds." And true to his words, when Jim found the riding was settled, he laid every dollar he could raise against my success. He bet all his personal property on the outside favorite, and staked his next month's wages against me at such odds as he could get.

Jim was unusually sociable: when he rubbed me down, and the night pending the great event he stood before me with tears in his eyes, in the seclusion of the box.

"It ain' yo' fault, Selim, boy; yo's got easy winner rit in yo' eye, if ever Butternut Jim was in de saddle, see? What fo' was we is to-gedder, me an' yo'? Ain' I done rub yo' an' wait on yo' eber since yo' was weans', see? Ain' I done lub yo' since the mawnin' yo' was folded? Ain' ole Marse Colonel done gone clean back on he own stable, see, a-mountin' o' white trash on yo', honey, an' him got mo' spurs an' sense? Kyaryin' he brains on he heel instead of in he head, see? Selim, boy yo' done loss dat race afo' yo' saddled up an' weighed in. Dat col jockey gwine tote yo' uu'er de wire, on de tale en' ob de string, honey, boo, hao—" and Jim broke down completely and wept on my neck.

"I 'clar' to Moses, honey, fo' Gawd, ef yo' win de stakes, an' Jim goes broke on de Calamity favorite, he'll be der joyfulest coon in Kaintuck; an' i'm sleepin' rite yer in de straw 'long yo', ca'se I done trus' nobody, an' I ain' gwine ter tell yo' good-by dis ebean'."

There were few eyes closed in sleep among the excited stable boys who sat bolt upright and polished bits by the glimmer of lanterns, and sowed scraps of orange and black—the colonel's racing colors—on hats and coats. Even Jim tossed about in the straw, and talked in his broken sleep, and was up before day, bemoaning his fate.

Before the sun touched the highest weather vane on the stables, the colonel's string was on the road, blanketed and hooded. I was led by Butternut Jim, radiant in his tightest and looseset jockey outfit, for Jim was sure to be in demand as a rider, though he was for the moment, eclipsed by the imported professional hand. So near were we to the great track that we were shut up in our snug quarters before the dew was off the grass. Botherum was with me, and there was no love lost between him and the English groom. The goat seemed to absorb my temper, for I was in the worst of humors, and determined to fight my rider. The box was close and hot. By the noises outside I knew that there was the greatest activity on the grounds. When Jim looked in I was pleased and calm, but when he was away, and the cheering from the grand stand sounded like distant thunder, just a background of murmur to the shouting and clatter of hoofs by the stables, I kicked at Botherum, and struck out with my fore feet at the walls.

When, at last, Jim led me out into the sunlight to saddle, I forgot my temper in the sweet, open air, on the fragrant turf, in the midst of the glitter

and color and excitement—and Jim. I tossed my head for joy, and felt the flutter of the wind in my nerves.

I was the prime favorite in my class, and, as we passed down towards the track, I heard many a wager placed to my credit. "Two to one on Selim Blanche against Calamity." "Selim even against the field." It was old-fashioned betting in those days. When the cloth was stripped off, a great shout went up from the crowd of my admirers. In the midst of my pride and joy at this ovation from fair women and critical men, the small English jockey came forward and took my reins from Jim. When my eye fell on his spurs and goad, a surge of passion ran through my blood. A few other colts were out for their warming-up runs, and Calamity was moving handsomely, as docile as a sheep.

There was a fine scramble before my jockey was got into his seat, in which I sidled away, then rushed against the grooms, and reared and bit and struck out, to the disgust of my backers, and to the amusement of everybody else.

"Plenty of temper." "There's nerve for you." "He can't win," were some of the comments heard. And then the calm voice of the colonel: "Have patience, gentlemen, until the colt gets warmed up, and he'll show you a pace."

"Not with this outfit," I thought; and the twinkle in Jim's eye, over by the palings, told me that he thought so too.

The worse I behaved the smaller my odds dwindled on my chances, until it was even money against the Calamity colt before I had started for my exercise. I made a handsome rush down the track, and then whirled and came back, and got whip and spur for my reward. Then the fight was on. I plunged and bolted from side to side of the track. I sheared against the palings, and reared and kicked like a demon, during which my tormentor stuck fast to the saddle, and I was forced to have some respect for his skill. Now I tried another school of tactics, and shot half around the course at a pace that brought a ringing cheer from the multitude, and then, with a desperate bolt, I cleared the inner rail; and, after a frantic series of plunges on the turf, I shook off my plucky rider, giving him such a serious fall that he lay still on the ground until the crowd rushed over and picked him up.

While this entertainment had been in progress, my stock among the bookmakers had fallen away below par, and the colonel, confident in my ultimate tractableness, had booked the bets recklessly at handsome odds against me.

A dozen grooms were after me in the field, but I eluded them all and trotted over to Jim, who fell on my neck for joy. When we came up to the colonel, Jim, who had not dared to mount me without orders, addressed him, cap in hand.

"I kin ride him, Marse Colonel. He won't cut up no monkey shines long o' Jim. Selim an' me unerstands ou 'ner—see?"

There was nothing for it but to toss up Jim into the saddle, who was fluttering with orange and black, and away we went with an easy gallop, making the circuit of the course in the midst of an ovation to Jim. Then we took half the track at a flying pace, during which I

took half of the credit to myself, and it was the proudest moment of my life when we galloped by the grand stand ringing with plaudits and bravos, and "Selim Blanco! Selim Blanco!"

When the race was called, it would have been a reckless owner that would have discarded Jim. The colonel held my bridal with his own hands, while Jim, with his saddle under his arm, mounted the scales as if he had been called to a throne. The colonel was evidently pleased and confident, and I rubbed my nose on his hand as much as to say: "Jim and I will take care of your interests."

We were a long time in getting away, which was entirely due to the misbehavior of the other youngsters, and when the flag did fall Jim and I were against the outside rail and easily lost in a field of twenty. As we came down to the first quarter pole the ruck was considerably strung out, and I was going smoothly in the rear bunch without a sound or a motion from Jim. The Calamity colt with the green and white colors was at about the middle of the string, evidently holding himself in reserve. Jim's money was there, but I knew he had thrown it away in his heart. As we came down the second quarter, the jockeys at the front were already urging their mounts and swinging their whips in the dust. Still not a movement from Jim. He had his eye on the green and white, and I felt the encouraging pat of his hand on my shoulder. As we came into the stretch leading up to the grand stand, the Calamity colt pulled out of the crowd and began to creep up on the leaders, and at the same moment a brown colt came alongside me at a slashing pace. Then I felt the pressure of Jim's knees. With my nose lapped over the flank of the brown we moved past the laggards. The grand stand was on its feet shouting for favorites, among whom Calamity was evidently the most popular. The green and white was now well to the front, where the colts that had been holding the lead, were falling back. Neck and neck with the brown colt, breathing easily, with plenty of reserve speed, I spun along the third quarter, obedient to the gentle pressure of Jim's knees, and steadily lessening the lead of Calamity, who was now at the front.

A roar of encouragement surged up from the grand stand, and ran in broken waves of cheering around the course. Every eye was fixed on its favorite colors, and the heart of the great throng stood still as we rushed into the last quarter. I knew that the gaze of the good old colonel was somewhere fixed breathless on my white form, and as I steadily moved by another and another of my rivals I felt he saw and approved. Jim's black face was close to my neck. I could hear his hissing breath. His knees closed hard on my shoulders. We were half down on the home stretch. The green and white colors were flaunting in my face. I was taking the dust of Calamity, with the brown colt close to my flank.

When in Jim's judgment the supreme moment had come, he uttered a whoop of encouragement, and his boot heels for the first time rattled love taps on my ribs. I leaped forward in a frenzy of excitement. I was abreast of Calamity. The orange and the black moved past the green and white, inch by inch, despite

the raining of blows on the sides of my exhausted rival. The multitude roared with one voice. I breathed free of dust. The wind surged in my ears. I felt the fury of a demon. I was mad. The world was flying by the other way. The Chinese pagoda of the judges shot backward and melted away like an object in a dream, and I awoke to the clanging of the bell behind me.

"Selim Blanco!" "Selim Blanco!"

The 2 year old stakes in the Kentucky Derby were handsomely won. The brown colt was second, by a head, and Calamity third.

When we came back to the stand, Jim rolled off into the arms of the colonel, who promptly doubled his losses.—Wm. Henry Shelton in *Our Animal Friends*.

Big Bridges of the World.

There are still remaining bridges of great antiquity built by the Romans, says a writer in Calvert's Almanac, but we have no authentic record of the earliest history of so useful a contrivance.

Some remarkable specimens of bridges, constructed under the most difficult circumstances, are to be found in different parts of the world, and which are considered great feats of engineering skill. Instances of such cases are too numerous to be given here; but we take the following twelve as being amongst the most notable:

1. The enormous dimensions of the Forth Bridge place it far in front of any bridge in the world. In mere size it is the biggest of the giants, and is the greatest triumph of engineering science in the world.

2. Brooklyn Bridge was commenced under the direction of J. A. Roebling in 1870, and completed in thirteen years. It is 3,475 feet long and 135 feet high. The cost of building was little less than \$15,000,000.

3. The Lyong Bridge, built over an arm of the China Sea. It is five miles long, with 300 arches of stone, seventy feet high, and seventy feet broad, and each pillar supporting a marble lion twenty-one feet in length. Its cost is unknown, but much exceeds that of the Forth Bridge.

4. The New London Bridge is constructed of granite, from the designs of L. Rennie, and considered amongst the finest specimens of bridge architecture. It was commenced in 1824, and completed in seven years, at a cost of about \$7,500,000.

5. The Bridge of Sighs, at Venice, over which the condemned prisoners were transported from the Judgment Hall to the place of their execution, was built in the Armada year, 1588.

6. The Bridge of the Holy Trinity, at Florence, consists of three beautiful elliptical arches of white marble, and stands unrivaled as a work of art. It is 322 feet long, and was completed in 1569.

7. The Niagara Suspension Bridge was built by Roebling in 1852-1855. It is 245 feet above high water, 821 feet long, and the strength is estimated at 12,000 tons.

8. The Rialto, at Venice, said to have been built from the designs of Michael Angelo. It consists of a single marble arch, ninety-eight

feet six inches long, and was completed in 1589.

9. The Britannia bridge crosses the Menai Straits, Wales, at an elevation of 103 feet above high water. It is entirely of wrought iron, 1,511 feet long, and was finished in 1850. Cost, \$3,000,000.

10. The oldest bridge in England is a triangular bridge at Croyland, in Lincolnshire, which is said to have been erected about A. D. 860. It is formed of three semi-arches, whose bases stand in the circumference of a circle, equidistant from each other, and uniting at the top.

11. Clifton Suspension Bridge, near Bristol, has a span of 703 feet, at a height of 245 feet above the water. The carriage way is twenty feet wide and footway five and one half feet wide. Cost \$500,000.

12. Coalbrookdale Bridge, over the Severn, has the reputation of being the first cast iron built in England. It was erected in 1779. It consists of one arch 100 feet wide. Total weight 378½ tons.

The Tower Bridge over the Thames—not yet completed—will be a notable bridge. Its centre arch is on what is known as the "bascule" principle, to be opened by raising two leaves, so as to allow ships to pass; and having, when opened, a foot bridge above, available for foot passengers, 135 feet above high water. The following will, if carried out, take rank among the notable bridges of the world, namely:

A bridge across the Danube, twenty miles in length, to be constructed by the Rumanian Government, between Dudesca and Tchernavoda.

A bridge across the Hudson River, between New York and the north New Jersey shore, with a span of 2,860 feet, and, therefore, far exceeding the very wide span of the Forth Bridge.

A bridge across the Straits of Messina, two and a half miles in length, connecting Sicily and Italy.

A bridge across the Bosphorus, with a span of 2,550 feet, to unite European and Asiatic Turkey.

A bridge across the English Channel, about twenty four or twenty-five miles in length.

All but the last are likely to be carried out within the next ten years.

A NUMBER of the hotel keepers of Winnipeg were up last month for infraction of the liquor law, and were heavily fined.

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Imperial Federation.

At a recent meeting of the Executive Committee of the Imperial Federation League, held in London, England, attention was called to a letter from Sir Charles Tupper, the Canadian High Commissioner in England, addressed to the Secretary of the Imperial Federation League in Canada, and read at its annual meeting in Montreal, and subsequently published in several Canadian papers. In view of the statements made in that letter notices of motions at the next meeting of the General Council were given by Lord Reay and Sir John Colomb, who were with Sir Charles on the Special Committee which drew up the report he mentions.

The following is a copy of the letter and of the motions:—

London, S. W., January, 1893.

To Casimir Dickson, Esq.

MY DEAR SIR—The pressure of important questions which I could not defer has prevented my dealing earlier with your letter of November last. When you remember that the Council of the Imperial Federation League embraces many strong free traders you will see how impossible it must be at once to obtain unanimity in a proposal for preferential duties within the Empire, and how important it was to obtain from all the Committee what is contained in sections 36, 37 of the Report. The policy of the United Empire Trade League, which has received the support of the House of Commons, and of your branch, in making very steady and great progress in this country, and will, I believe, be adopted at no distant day. It is impossible to effect such a revolution in public opinion in this conservative country without much time and patience. Knowing as I do that the most active members of the Imperial Federation League were mainly intent on levying a large contribution on the revenues of the colonies for the support of the army and navy of Great Britain, I am delighted to have been able, almost single-handed, to obtain such a report from such a committee. Unfortunately they captured Mr. Parkin, and, having used him here, are now using him in Canada to create the false impression that we do nothing to maintain the defence of the Empire, instead of showing, as he truthfully could, that we have entitled ourselves to the gratitude of every man who has the interest of the Empire at heart.

Yours faithfully,

(Signed) CHARLES TUPPER.

To be moved by Lord Reay, G.C.S.I., G.C.I.E.

This Council regrets that Sir Charles Tupper should have stated in a letter to the Secretary of the League in Canada, "that the most active members of the Imperial Federation League were mainly intent on levying a large contribution on the revenues of the colonies for the support of the army and navy of Great Britain" as this statement misrepresents the object which the most active members of the Imperial Federation League have in view, and is calculated to injure the successful working of the League.

To be moved by Sir John Colomb, K.C.M.G.

That this Council hereby affirms that none of its members seek to "levy a large contribution on the revenues of the colonies for the support of the army and navy of Great Britain," but that in order to carry out the resolution upon which the League was founded in 1884, it does desire that the self-governing countries of the empire should agree to share in some fair proportion in the administration and in the cost of its defence.

Fundamental Resolution adopted in November, 1885.

"That any scheme of Imperial Federation should combine on an equitable basis the resources of the empire for the maintenance of common interests, and adequately provide for an organized defence of common rights."

The C. P. R. in Australia.

The Sydney, New South Wales, *Telegraph* published, in a recent issue, the following regarding the trip to Australia of Mr. D. E. Brown, travelling agent of the C.P.R.:—

"Mr. D. E. Brown, the assistant general freight and passenger agent of the great Canadian Pacific Railway Company, a company which has made for itself a splendid name in the commercial annals of the present century by its successful completion of the stupendous undertaking of spanning British North America, from Halifax on the east to Vancouver on the west, with a trunk line and feeders covering a distance of over 5,000 miles, is now in Sydney, having arrived by the Wairarapa from New Zealand on Wednesday evening. In the course of an interview with a press representative at Auckland Mr. Brown said that he had come to give the Australian public a little more information than they had at present concerning Canada, and the Canadian route to London. Little or nothing was known in Australia and New Zealand of a reliable character about Canada, and the Dominion being a sister colony, he would like to see closer trade relations in the near future with Australia. One of the purposes of his visit was to open offices of the company and appoint agents in the different centres, so that the public might be supplied with reliable information regarding the operations of his company. He would appoint agents in the mountains at Auckland, Sydney, Melbourne, Adelaide and Brisbane.

Mr. Brown expects that within the next twelve months the company will have a line of Canadian ships running across the Atlantic that will make the voyage from Liverpool to Quebec or Halifax in four days. The voyage to New York now takes five days. In winter the service will be run to Halifax, as the St. Lawrence is then frozen; but in summer the steamer will go as far as Quebec. From the above it will be seen that a person leaving London at noon on Wednesday could reach Quebec at noon the following Monday, and Halifax at least ten hours earlier; whereas at present he would not reach New York until the following Wednesday. The company has succeeded in carrying the mails from Yokohama to London inside twenty-one days. The run across the continent, from Vancouver to New York, is done in three days and a half.

After the Atlantic line has been established the company intends to turn its attention to the colonies of Australasia, and will endeavor to make such arrangements with them as will warrant the putting on of a fast mail service between Vancouver and Australasia. The ships will be of not less than 6,000 tons, and will travel at the rate of 18 knots an hour. The run from Vancouver to Sydney could thus be made in 16 days, and no difficulty whatever would be found in delivering the Australasian mails in London in 25 days. It has been found that the great majority of Australians going home to England are anxious to see China and

Japan, and the company has therefore inaugurated a trip round the world, whereby the passengers can join the Empress line of steamers at Hongkong, which on the way to Vancouver touch at Shanghai and pass through the inland sea of Japan. After crossing the American continent the passenger has his choice as to the Atlantic liners to England. From England he may return by the P. and O. service to the original point of starting. The round trip from the colonies, including an additional £32 to reach Hongkong, would cost £157.

Another object of Mr. Brown's visit is to correct the erroneous impression that interested parties have circulated to the effect that Canada is a snow-bound country, and that the Canadian route is snow-bound also. This is, he says, altogether untrue, for the Canadian Pacific is the only line that crosses America which for four years has had few transcontinental trains 24 hours late. The service and train equipment is one of the finest in the world, and the scenic attractions of the Canadian route are not to be surpassed. The Australians who have passed through Canada will vouch for this, and it was the solicitations of these Australians which caused the company to send a representative for the purpose of establishing Australian agencies.

The Rainy River Country.

A letter from C. S. Sheppard descriptive of the Rainy River country appeared in a recent issue of a Grand Rapids paper. The following extract gives an idea of the lumber resources of that district:—

"Minnesota lumbermen do not seem to know much about the big lumber country on the north side of their state along the Canadian line, and perhaps a few statements from one who has spent about two years cruising in that country would be interesting. Commencing with the north side of the Red Lake Indian reservation, I find that the country along Rainy River has a very rich soil with clay subsoil, and is heavily timbered with poplar, spruce and white and black ash.

The country is very level, with good drainage towards the streams. Back ten miles from Rainy river and upon the heads of the Black Rapid and Beaudett rivers, there stands in groves a fine lot of No. 1 pine, which some time will find its market in the prairie country a few miles west of it that contains no rich timber for a thousand miles. This reservation is being surveyed by the Government preparatory to selling its 10,000,000 to 12,000,000 feet of pine to the highest bidder, at no less than \$3 per 1000. The pine lands are being subdivided into 50 acre tracts, with a good plain transit line around each forty.

The country farther east, out of which the Big and Little Fork Rivers flow, is much the same, with the exception that it seems to be a little higher and the timber of an older growth. These two streams are over 400 miles long, and are fed by innumerable branches, all with deep, swift currents and high, clean banks. All these streams rise to a great height in time of freshets, but generally, do not overflow their banks. Five million acres are drained by these streams, the water from which flows north through Rainy river and the Lake of the Woods to Hudson's bay.

Nearly all of the good pine in this northern country stands on these two streams and it is estimated that they contain upwards of 15,000,000,000 feet. Only 30,000,000 feet per year is now cut annually on them, and the logs all find a market with the Canadian manufactures at Rat Portage and vicinity at from \$8 to \$15 per 1,000 and quick sale, being a much better price than could be had at Minneapolis. The cost of driving on these streams is hardly 25 cents per 1,000 with comparatively no loss as there are no marshy rivers to run through and no place to lose logs by getting out of the channel.

Several million acres of this country is yet unsurveyed, consequently unexplored. Farther up on Vermillion and other American streams the country is rough and considerably rocky. The pine is smaller, running about ten logs to the thousand. The same can be said of the Canadian side of this big water course. Rainy river is from one-quarter to one-half mile wide, with a deep channel and two mile current, clean, high banks, with about 600 farms fronting on it on the Canadian side.

One farm at the foot of Rainy Lake at Fort Francis (an old Hudson's Bay fur company post), has been cultivated for eighty years. On the American side, at the mouth of Big Fork river, there is a new town being started named Hannahford. At this place the Canadian lumbermen have built a boom to hold logs that formerly went to the mouth of Rainy river to be rafted. It is rumored that the seven mill companies at Rat Portage intend moving their mills up there, and will barge their lumber across Lake of the Woods instead of toting logs in rafts, as an average loss of about 20 per cent. will be saved besides the difference in cost of toting.

As to settlements on the American side there are only three or four, one at Hannahford, at the mouth of Big Fork, and one at the mouth of Little Fork, and still another and the last one at the mouth of Rainy Lake. There are a number of homestead claims on the many streams in Itasca and St. Louis counties. If one-half of the railroads built through this country as soon as they now intend to, it will be a great country for lumbering, farming, mining and manufacturing."

A Briton in America.

The number of *The Colonies and India*, of London, England, for April 5th contained a report of an interview which one of its representatives had with a prominent business man of London, shortly after his return from a trip around the world. From it we extract the following, which gives his views of the United States and Canada:—

"To a young man well placed in commercial affairs, and standing upon the threshold of public life, an extended tour round the world should be of incalculable value. Mr. Thomas R. Dewar, of the well-known firm of John Dewar & Sons, of Perth and London, has just returned from such a trip, having added largely to his knowledge of men and things, and gained greatly in physical strength. In August last Mr. Dewar found himself rather run down in health, owing to the heavy work cast upon him as a member of the London County Council, in addition

to his control of the business of his firm in London, and his medical advisers somewhat peremptorily ordered him off on a long sea trip. The willing patient started off at once, following the sun in his circumnavigatory tour. Hearing that Mr. Dewar had just returned to London, one of our representatives called upon him the other evening, when the returned traveller was good enough to give him a few minutes' conversation in the midst of his country council duties.

"I began my tour by going direct to New York," said Mr. Dewar, "as I have always had a keen interest in watching the economic development in the United States under the protection system. Not that I have any fancy for this fiscal policy, for I must say that, having looked carefully into the position for myself on the spot, I am convinced that it signally fails to work out satisfactorily for the general good. The wage-earner in the United States is practically in no better position than he would be here, for although he gets high wages, comparatively speaking, he has to pay high prices for everything."

"Then from what you have seen, Mr. Dewar, you have not become enamoured of protection as it is worked out by our American cousins."

"That is so," remarked Mr. Dewar. "I do not care much for America, after what I have seen, either in the fiscal or political sense. This is putting it generally, of course, for there is much to admire in the States, both in the people and the institutions of the country. I paid a visit to Pittsburg, the transatlantic Sheffield, and had a look over the Carnegie works at Homestead after the riots. I also saw through the famous Henry Thompson works at the same place, and was much struck with the air of industrial enterprise exhibited in this part of America."

Mr. Dewar visited Washington, where he met a large number of the leading politicians of the great Republic. He was shown over the White House by a patriotic official, who pointed proudly to the fact that nearly everything was American made. "Everything but the whisky," corrected the visitor, who had already been treated to a glass of his own Scotch whisky under the hospitable roof of the President's palatial official residence. Mr. Dewar also had a look over Baltimore, Philadelphia—where he was shown through ex Postmaster General Wanamaker's enormous establishment,—Boston, Newport, Portland, and several other large cities on the Atlantic slope. He holds that the drink traffic is better regulated in Philadelphia than anywhere else. While at Washington the traveler was shown the spot where President Garfield was shot, and he also had a look over Blaine's house in the political 'West End' of the capital. At Newport he went to see Vanderbilt's famous house. "Solomon's Temple is nowhere," says Mr. Dewar, "compared with this colossal and tastefully finished palace, and Newport itself is a veritable paradise."

The prohibition State of Maine illustrated to Mr. Dewar the falsity of prohibition as a progressive policy. "Get prohibition and the grass grows on the streets," is his verdict on this condemned system, and coming from a practical man of business the expression of opinion is worthy of note.

The traveller then crossed over the White Mountains to Canada, where he visited successively Quebec, Montreal, Toronto, Winnipeg, and, in fact, all the large centres throughout the Dominion. The difference between Canada and the United States is particularly noticeable, and is all in favour of the Dominion from every point of view—political, commercial, and social. Dropping back over the border, Mr. Dewar spent some days in Chicago. With a population of less than 2 million, Chicago has over 6,000 licensed drinking houses, which gives an average of one public house, or "saloon," to every 150 people. It is only fair to record, however, that there are also some churches in Porkopolis.

"I ran up into Canada again," continued Mr. Dewar, and over the C. P. R. to the Canadian

Pacific slope. There is a great future before the fine territory which lies between Winnipeg and Vancouver; the natural wealth of the country cannot be estimated, and the vigour and enterprise of the Canadians may well be trusted to develop the resources of the territory without delay."

"Then you went down the Pacific from Vancouver?"

"Yes, after paying a special visit to San Francisco. The Californian capital is a fine and prosperous city, while the drink traffic holds about as prominent a position there as it does in Chicago. They seem to 'drink between drinks' in the neighbourhood of the Golden Gate. The Californian method of illustrating the enormous extent of the liquor traffic in 'Frisco is to explain that a man may get drunk in a different saloon every day for ten years, and yet leave many saloons unvisited!"

The C.P.R. train from the east brought a small party of European immigrants into Winnipeg on April 25th, bound for the Prince Albert district, Saskatchewan.

There was trouble last month between the Dominion authorities and the city of Halifax over the question of fumigation of immigrants. Hitherto the fumigating has been done after the arrival of the ship with the emigrants at the city docks, but the city thinks that method dangerous and now insists on it being done prior to the touching of the vessel.

The work of the Canadian Pacific Exhibit Car has borne good fruit. Three parties of emigrants have already left this season under the auspices of the Company, one by the Parisian on March 23rd, the second by the Vancouver on March 30th, and the third by the Lake Ontario on April 1st, a representative of the Company being on board in each case. The emigrants, who numbered in all some 500, consisted almost entirely of small farmers and farm laborers destined for the Canadian Northwest, and at least 90 per cent. of them came from the counties of Essex, Herefordshire, Bucks and Berks, where the exhibit car has been at work. The car is now touring through the farming districts of Surrey and Sussex, and continues to attract much attention.—*Canadian Gazette.*

IMPERIAL
 Cream Tartar

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

The Country Far North.

A trip from Manitoba north to the polar sea would not now be difficult to make, and would be a most interesting excursion, taking only about twenty days. The distance is about three thousand miles. One thousand two hundred miles would be through a beautiful prairie country, similar to Manitoba. The route is first to Calgary, then by rail to Edmonton, on the Great Saskatchewan. From Edmonton there is a hundred miles of land carriage to the Athabasca river, where the Hudson's Bay Company's steamer, Athabasca, takes the travellers on board and proceeds down one hundred and sixty-five miles to Grand Rapids. The Hudson's Bay Company have constructed a tramway, over which freight is taken past the rapid and is then conveyed in large boats a distance of eighty-five miles down stream to Fort McMurray, where steamer Grahame is in readiness to proceed to Fort Chipewyan, on Lake Athabasca. Crossing the upper end of the lake the boat enters Great Slave river and stops at Smith's landing. To the west, towards the Rocky Mountains, is the celebrated Peace River country, and the Peace river enters Slave river at no great distance from the outlet at Lake Athabasca. The steamer Grahame navigates the Peace river as well as other waters, and the vast country drained is nearly of the same character as Manitoba, but of much greater extent. The land is equally good. Trees, plants, flowers, birds, beasts and grasses are similar, and farmers have been there scores of years keeping cattle, raising horses and cultivating fields that produce wheat, oats, barley and potatoes, without greater difficulties than are experienced in Manitoba.

From Smith's Landing, on Slave River, there is a portage of fourteen miles past a rapid to Fort Smith, where Hudson's Bay steamer Wrigley receives freight and passengers for all points north, and runs down Great Slave River through Great Slave Lake, from which issues the mighty Mackenzie river. The steamer goes almost to the polar sea, and the whole distance run by the Wrigley is 1,273 miles. Here and there along the route are Hudson's Bay Company's forts and missionary stations. Traders, travelers, and resident white men, even highly educated and accomplished English ladies are engaged in the work of teaching in those isolated places, as the missions are chiefly in connection with the English Church.

Many large and small rivers enter the Mackenzie. One of the most important is the Liard, equal in size to the Peace river, draining an immense territory, much of which has been examined with care, and it has been found that 13,000 square miles are suitable for the growth of wheat, and a much larger area is adapted for the production of other grains, grasses, and potatoes. All the rivers teem with fish, amongst which are several kinds of salmon. The country produces timber of such size that a traveler is reminded of the great trees of British Columbia, on the other side of the mountains. It is remarkable that all the rivers that flow into the Mackenzie, send in large quantities of drift-wood, and some of the white spruce that grow in that region are one hundred and fifty feet

high and five feet in diameter at the stump. Even balm of Gilead are found one hundred and twenty feet high and six feet in diameter. The Peace River country is divided from British Columbia only by the Rocky Mountains.

A railway from Edmonton to Athabasca landing, about a hundred miles over a level country part of it well timbered by spruce, is all that is required to connect the vast river system with the Canadian Pacific railway, and the company had, no doubt, the opening up of the great country in view, when it extended the line of railway to Edmonton.—Pilot Mound Sentinel.

Intelligent Machines.

The Bank of England possesses some marvelous machines for weighing gold and silver coin. The grand balance, as it is called, is a ponderous and peculiarly built weighing machine, standing about seven feet high and weighing about two tons. The whole is under a huge glass case, access being gained thereto by a sliding panel. The scale is worked by hydraulic power, and is the most sensitive weighing machine in existence. The foundation, which is of solid concrete, is sunk to a depth of sixteen feet, so that not a jar can affect the clean balance. The manager sets the hydraulic power in motion by means of a small wheel, and then touches an ivory button at the side. Immediately the entire scale, weighing hundreds of pounds, sinks seven inches, and is ready for weighing. On each side the scales are fitted with weights amounting to 400 ounces. When gold is to be weighed, the smaller weights on the balance are withdrawn, and the gold placed on one of the two ledges. The gold bar is made up in 400 ounce bars, and the difference of one thousandth part of an ounce can be detected. A postage stamp being added to the 400 ounce weights, another ivory button is touched and the index jumps a distance of six inches. Think of it, six inches on the index for a postage stamp!

If a bar of gold contains more than this scale is made to weigh, it will announce the fact. Any other scale would go to this limit and give no sign. Not this one, however. If one quarter of an ounce more than the maximum weight be added, instead of the index moving, there is a pulse of a few seconds, and then an electric bell commences ringing. There is something terribly human about this mechanism which declines to execute a task of which it is incapable.

This is the only balance of its kind in the world. The maker has never constructed a duplicate. This triumph of mechanical art cost \$10,000. The silver scale is, of course, not so finely balanced and the two are respectively christened "The Lord Chief Justice" and "The Lord High Chancellor."

In another apartment there are thirty gold weighing machines where sovereigns and half-sovereigns are weighed when sent in by bankers and others. Here, again, hydraulic power is used.

A machine consisting of a complicated system of counter weights looks not unlike a sewing machine as to its lower half. This is completely inclosed in glass. A long

feeder, like a tube cut in half down its length, and made of brass, is set at an angle of forty degrees and is filled with a long roll of sovereigns. These turn as they slip down onto a circular, moveable plate, slightly larger than a sovereign. For a moment the plate seems to be deciding upon the merits of that particular coin, then, as if it has made up its mind conclusively, it deftly turns the coin to the right and it slips down a metal tube into a till below. But if the coin proves to be lighter than the standard weight, the delicate machine turns it to the left and condemns it to the guillotine. Again, one is impressed with the "human" idea of a hand weighing the sovereigns. One can almost fancy that a hidden person is feeling the weight. There is more than a mere mechanical look about the momentary indecision of the scale plate; it is really rather that of an intelligent animal. These machines weigh coins at the rate of twenty-six per minute, and a day's weighing amounts to \$500,000. The light coins are taken to the guillotine—another hydraulic triumph—and dropped down a long tube. As they slip through, a sharp knife clips the coin neatly down the centre and allows it to fall out at the slot at the side; and, to carry out the guillotining notion, they fall into a small basket. They are not cut in two, but the cut is more than half way through, and this prevents the banker who has paid them in from again circulating them, although he can take them away after they are clipped. This he never does, but takes the weight value of the gold.

Not Safe to Laugh at Pa.

As a matter of fact a boy should never laugh at his father until he (the boy) is eighteen years of age at least. Earlier than that it is not safe. A boy over near the university has for several evenings stood up to eat his meals, and all because he neglected the above rule of conduct. His father takes great pride in a Hambletonian colt he is raising. The old man fairly delights in pattering around the stable, and he can hardly wait until that colt is four years old and trots a mile in harness in 2.05½ as it surely will. The other morning the old pater was fussing around in an old silk hat and equally venerable great coat, pitchfork in hand, and while he was working about the colt's heels the boy gave the animal its feed. The colt does not allow any familiarities while feeding, and when the old man, in stooping position backed up against him, the colt lashed out with both feet. The man stood so near that the kick broke no bones, but he was shot as from a catapult right through the clapboards on the side of the barn. His head was driven through his tile, and when he extricated himself from the splinters the rim of his headgear hung around his head like a ruff. He regarded the whole business as rough, and delivered an oration through his hat which the boy regarded as amusing. The youngster laughed. First he stood and laughed, then he laid down and laughed, and rolled over and over, and hugged himself, and still laughed. But when that devoted father got clear from the wreckage he seized the nearest strap, and the boy has not smiled once since. The boy knows now that he is not big enough to laugh at his father.—*Minneapolis Tribune.*

CANADIAN PACIFIC RY.

THE FAVORITE LINE

Quickest and best route to all points

East, West and South

The only Line carrying passengers to the east and west without change of cars and reaching all the important cities of the American Continent and with direct steamship connections to

Europe, China and Japan.

Unequalled advantages for booking passengers to the Old Country.

TO YOKOHAMA AND HONG KONG.

Empress of China leaves Vancouver May 15
 Empress of India " " June 5
 Empress of Japan " " June 26

And about every three weeks thereafter.

Apply to Wm. McLeod, City Passenger Agent, 471 Main street, or J S. Carter, Depot Ticket Agent.

ROBT. KERR,
 General Passenger Agent,
 WINNIPEG.

NORTHERN PACIFIC R.R.

TIME CARD.

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

North Bound				South Bound			
Brandon Ex. Tues. Th. & Sat.	St. Paul Ex. Tues. Th. & Sat.	Miles from Winnipeg	STATIONS.	St. Paul Ex. Tues. Th. & Sat.	Brandon Ex. Mon. Wed. & Fri.	Miles from Winnipeg	STATIONS.
2.55p	4.10p	0	Winnipeg.....	11.45a	1.00p		
2.45p	4.00p	3 0	Portage Junction.....	11.54a	1.10p		
2.20p	3.45p	9 3	St. Norbert.....	12.03p	1.24p		
2.17p	3.31p	15 3	Cartier.....	12.25p	1.37p		
1.50p	3.13p	23 6	St. Agathe.....	12.41p	1.56p		
1.50p	3.04p	27 4	Union Point.....	12.49p	1.56p		
1.39p	2.51p	32 5	Silver Plains.....	1.01p	2.13p		
1.20p	2.33p	40 4	Morris.....	1.20p	2.38p		
	2.18p	46 8	St. Jean.....	1.35p			
	1.67p	56 0	Letellier.....	1.67p			
	1.25p	65 0	Emerson.....	2.15p			
	1.16p	68 1	Penubina.....	2.25p			
9.35a		103	Grand Forks.....	6.00p			
5.35a		223	Winnipeg Junction.....	9.55p			
8.35p		470	Minneapolis.....	6.30a			
8.00p		481	St. Paul.....	7.05a			
9 00a		531	Chicago.....	9.35a			

MORRIS-BRANDON BRANCH.

East Bound.				West Bound.			
Freight Mon. Wed. & Fri.	Passenger Tues. Th. & Sat.	Miles from Winnipeg	STATIONS.	Passenger Mon. Wed. & Fri.	Freight Tues. Th. & Sat.	Miles from Winnipeg	STATIONS.
11.40a	2.55p	0	Winnipeg.....	1.00p	3 00a		
7.30p	1.15p	0	Morris.....	2.50p	7.30a		
6.40p	12.53p	10 0	Low Farm.....	3.03p	8.15a		
5.40p	12.37p	21 2	Myrtle.....	3.31p	9 05a		
5.24p	12.16p	35 9	Roland.....	3.43p	9.25a		
4.46p	11.67a	38 5	Rosebank.....	4.02p	9 58a		
4.10p	11.43a	39 6	Miami.....	4.15p	10.26a		
3.23p	11.20a	49 0	Deerwood.....	4.38p	11.15a		
2.58p	11.08a	54 1	Altamont.....	4.50p	11.48a		
2.18p	10.49a	62 1	Somerset.....	5.10p	12.28p		
1.43p	10.33a	63 4	Swan Lake.....	5.24p	1.00p		
1.17p	10.19a	74 0	Indian Springs.....	5.38p	1.30p		
12.53p	10.07a	74 4	Maricapolis.....	5.50p	1.55p		
12.22p	9.10a	86 1	Greenway.....	6.06p	2.23p		
11.51a	9.35a	92 3	Balder.....	6.21p	2 40		
11 04a	9.12a	102 0	Belmont.....	6.45p	3.00p		
10.26a	8.55a	102 7	Hilton.....	7.21p	4.29p		
9 49a	8.40a	117 1	Ashdown.....	7.35p	5.03p		
9 35a	8.30a	120 0	Wawanesa.....	7.47p	5.18p		
8.43a	8.06a	129 5	Rounthwaite.....	8.14p	6.09p		
8.10a	7.43a	137 2	Martaville.....	8.35p	6.48p		
7.30a	7.30a	145 1	Brandon.....	8.56p	7.30p		

West bound passenger trains stop at Belmont for meals.

PORTAGE LA PRAIRIE BRANCH.

Taking effect Tuesday, Dec. 20, 1892.

East Bound.				W. Bnd			
Mxd No. 144 Mon. Wed. Fri.	Pass No. 118 Tues. Th. Sat.	Miles from Winnipeg.	STATIONS.	Pass No. 117, Tu. Th. Sat.	Mxd No. 141 Mon. Wed. Fri.	Miles from Winnipeg.	STATIONS.
12.15p	12.10p	0	Winnipeg.....	4.15p	3.40p		
11.50a	11.52a	3.0	Portage Junction.....	4.25p	4.00p		
11.18a	11.33a	11.5	St. Charles.....	4.45p	4.26p		
11.07a	11.23a	14.7	Headingley.....	4.50p	4.35p		
10.38a	11.12a	21.0	White Plains.....	5.07p	5.00p		
10.05a	10.54a	29 8	Gravel Pit.....	5.25p	5.27p		
9.55a	10.49a	31.2	Lasalle Tank.....	5.31p	5.35p		
9.38a	10.40a	35.2	Eustace.....	5.40p	5.49p		
9.11a	10.26a	42.1	Oakville.....	5.56p	6.13p		
8.25a	9.55a	55.5	Portage la Prairie.....	6.25p	7.00p		

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

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

For further particulars apply to

CHAS. S. FEE, H. SWINFORD
 G. P. & T. A., St. Paul. General Agt., Winnipeg.
 H. J. KELCH, Ticket Agent, 468 Main St., Winnipeg.

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

CONDENSED JOINT TIME TABLE

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

Going South.				Going North.				
No. 5		STATIONS.		No. 6		STATIONS.		
Daily	9 30a	Ar	Great Falls.....	Do	11 00			
Daily	9 40a		Vaughan.....		11 40			
Daily	9 50a		Steel.....		12 20			
Daily	10 00a		Collins.....		00			
Mon., Wed. and Friday	6 00p	Do	*Pondera.....	Ar	3 40			
Mon., Wed. and Friday	6 40p	Ar	*Conrad.....	Do	5 00			
Mon., Wed. and Friday	6 50p	Do	*Shelby Junc.....	Ar	6 00			
Mon., Wed. and Friday	7 20p	Ar	Rocky Springs.....	Do	8 30			
Mon., Wed. and Friday	8 10p	Do	Kevin.....	Ar	8 10			
Mon., Wed. and Friday	8 00p	Do	*Sweet Grass.....	Ar	9 00			
Mon., Wed. and Friday	8 30p	Ar	(Internat'l bound.) *Coutts.....	Do	9 50			
Mon., Wed. and Friday	10 40p	Ar	*Milk River.....	Do	10 40			
Mon., Wed. and Friday	9 50p		Brunton.....		11 25			
Mon., Wed. and Friday	8 20p		Sterling.....		12 55p			
Mon., Wed. and Friday	7 00a	Do	Lethbridge.....	Ar	2 10			
Going West.				Going East.				
No. 2 Daily		STATIONS.		No. 3 D. ex. Sun.	No. 1 Daily		STATIONS.	
	7 00p	Do	Dunmore.....	Ar	8 55a		10 40p	
	10 30p	Do	*Grassy Lake.....	Ar	12 45p		2 00a	
	2 00a	Ar	Lethbridge.....	Do	4 45p		5 40a	

Meals. Through trains leave Great Falls, Sunday, Tuesday and Thursday, at 11 p.m. Through trains leave Lethbridge, Monday, Wednesday and Friday, at 7 a.m. N.B.—Passengers to and from KallsPELL, Donner's Ferry, Spokane, etc., will note that close daily connections are made with Great Northern Railway at Shelby Junction.

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

Manitoba and Northwestern R'y Co.

Time Card.

Taking Effect December 1st, 1892.

Regular passenger trains run as follows:

WESTBOUND
 Leave Winnipeg at 11.05.
 Tuesday, Thursday and Saturday for Portage la Prairie Rapid City, Yorkton and intermediate stations. Mixed trains leave Minnedosa on arrival of passenger trains as below.

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

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

Passenger Tues. Thurs. and Sat'dy		STATIONS.		Passenger Monday and Friday		
11 05	Lv	Winnipeg	Ar	17 25		
13 00		Portage la Prairie		15 30		
14 45		Gladstone		13 55		
15 50		Nepawa		12 25		
16 55		Minnedosa.		11 45		
17 45	Ar	Rapid City	Lv	10 10		
Mixed Tuesdays to Russell Sat. to York'u	Passenger Thurs only	STATIONS.		Passenger Friday only.	Mixed Monday from York'n Wed'y Russell.	
17 00	16 45	Lv	Minnedosa	Ar	11 35	11 05
18 10	17 30		Nepawa		10 42	9 40
19 40	18 24		Shoal Lake		9 57	8 10
21 30	19 45		Birtle		8 55	6 30
22 55	20 25		Binscarth		7 55	4 40
24 25		Russell		3 10
4 00	23 15	Ar	Yorkton	Lv	5 05	24 10

† 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. Super't
 A. McDONALD, Asst.-Gen. Pass. Agent

P. DALY,
Real Estate and Land Agent,

EDMONTON, N.W.T.

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

EDMONTON DISTRICT, ALBERTA, N.W.T

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

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Loan and Savings Company.

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

Reserve Funds - - \$850,000.00

Head Offices, Toronto.

Branch Offices, Winnipeg.

WALTER S. LEE, - Managing Director.

W. M. FISHER, Manager.

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

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

FREE FARMS FOR MILLIONS

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

MANITOBA AND THE WESTERN TERRITORIES OF CANADA,

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

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

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

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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 their 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.

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—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 1,349,791 ACRES.

Increase - 686,027 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.

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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.