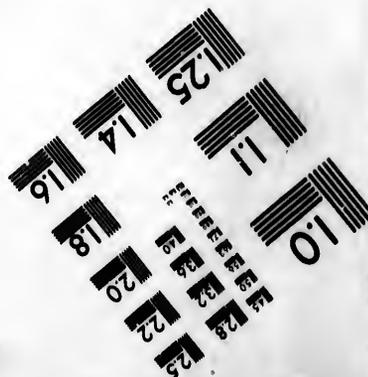
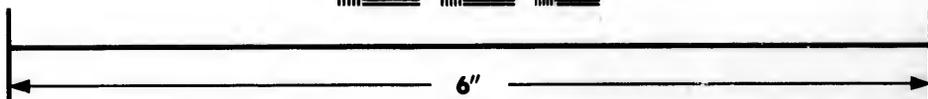
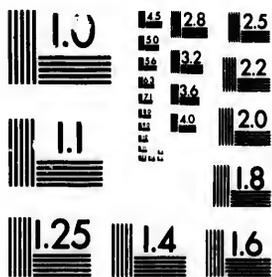


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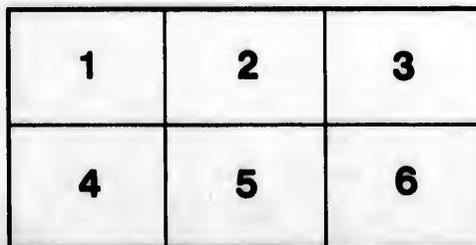
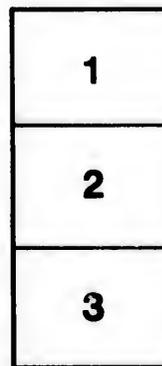
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# FACTS ABOUT MANITOBA

FROM

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W. FRASER RAE'S

## "NEWFOUNDLAND TO MANITOBA"

REPRINTED, WITH LARGE ADDITIONS, FROM

### The Times

WITH TWO MAPS



London

CHAPMAN & HALL, LIMITED  
11, HENRIETTA STREET, COVENT GARDEN

1882

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## P R E F A C E.

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THIS work is issued in a cheap form for general circulation at the request of the Government of Canada, conveyed to me through the High Commissioner for the Dominion, Sir Alexander Galt. It is composed of the chapters in "Newfoundland to Manitoba: through Canada's Maritime, Mining, and Prairie Provinces," describing the best way in which to reach Manitoba, and the attractions of the great Prairie Province of the Dominion. Chapter VII., containing the "Opinions of Manitoba Farmers," the substance of which appeared in *The Times*, is now reprinted for the first time. An Appendix, in two parts, contains the authentic experience of a working man in Manitoba, and the regulations of the Canadian Government for the guidance of settlers. I hope that every reader of this work who is going to the Canadian Far West, or who is desirous of information concerning it, will gather from its pages practical hints about the journey thither, what to expect on arrival, and the conditions under which land can be acquired there.

W. FRASER RAE.

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## CHAPTER I.

### TO THE CANADIAN FAR WEST.

ALL the lines of Atlantic steamers lead to Manitoba. The emigrant or traveller who embarks at Liverpool, Glasgow or London, at Bristol, Hull or Southampton, at Londonderry or Queenstown, at Havre, Antwerp, Hamburg or Bremen on a steamer bound for the North American Continent will find it easy after landing at any port there to continue his journey to the Canadian Far West. In cases where economy has to be practised and time saved, the emigrant generally begins his journey in a line of steamers running to Canada. If an emigrant, he should start from this country early in April; if a traveller, he should start at the end of August. The fare from British ports to Winnipeg, the capital of Manitoba, ranges from £9 5s., for an emigrant who obtains an "assisted passage" in the steerage, to £28 for accommodation in the saloon. An intermediate or second-class through ticket costs from £12 8s. to £14 3s. Children at sea—children

above twelve—are treated and charged as adults on board ship; from one year up to twelve they pay half-fare; infants under one year are allowed to cross the Atlantic for a guinea. On land the children under twelve travel more cheaply; if they are under five no charge is made; between five and twelve they pay half-fare.

The passenger who has crossed the Atlantic in an Allan liner, or in any other steamer plying between British and Canadian ports, reaches Toronto by rail after landing at Halifax, Rimouski or Quebec. Unless he make up his mind and obtain a through ticket before leaving home, he finds at Toronto that he has the choice of three routes to Manitoba. First, he may proceed to Winnipeg by rail—the journey, if continued without stoppage, occupying three days and a half. Second, he may proceed to Sarnia, on Lake Huron, over the Grand Trunk Railway, embark there in a steamer for Duluth, at the head of Lake Superior, where he enters the train for Winnipeg. Third, he may proceed to Collingwood, on Georgian Bay, over the North of Canada Railway, where a steamer will carry him to Duluth, whence he continues his journey as in the second case. The time occupied in the third of these cases is four days and a half, being one day shorter than by the Sarnia route, and one day longer than the

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direct route by rail. In addition to the saving in time, the third route has the advantage over the second that the voyage is made along the north shore of Lake Superior, where the scenery is bolder and more varied than on the south. During five months out of the twelve, Lake Superior is closed to navigation; the open season begins at the end of April and closes at the end of November.

Though the trip to Manitoba by rail through United States territory is generally uninteresting, yet the trip by water is sometimes diversified by incident. The railway attracts all the passengers in winter; but the steamers on the Red River of the North are eagerly patronized during the summer time. Having made the trip all the way by rail and partly by rail and partly by water, I can affirm from experience that, by journeying partly by rail and partly by water, an adequate notion can be formed of the country and its insects, while much more can be learned about the people. Besides, the Red River is a stream of sufficient volume and importance to deserve notice. Compared with the Mississippi, the Red River of the North appears insignificant. Nevertheless, as its length from Elbow Lake, in which it rises, to Lake Winnipeg into which it flows, is 900 miles, it merits a place among the great rivers of the world.

Two Red Rivers are numbered among the notable streams of the North American Continent. One of them rises in the Territory of New Mexico, flows through the States of Texas, Arkansas, and Louisiana, and, joining the Mississippi, helps to swell the volume of the mighty flood which the Father of Waters pours into the Gulf of Mexico. The other, which is known as the Red River of the North, rises in Elbow Lake, in the State of Minnesota. Its source is not far distant from Lake Itaska, which is the fountain-head of the Mississippi. Though that river's course is southward and the course of the Mississippi is northward when both streams first issue from their parent lakes, yet they soon follow the direction which they keep till their race is run. The Red River, in its northerly progress, divides the Territory of Dakota from the State of Minnesota; it enters the Canadian Province of Manitoba at Fort Pembina; it passes by the city of Winnipeg, the capital of that Province, where it is joined by the Assineboine, flowing from the west; it enters Lake Winnipeg, whence it issues under the name of Nelson River; and, finally, it finds its level and a last resting-place in the icy waters of Hudson's Bay. The valley bearing the same name through which it runs is still more remarkable than the Red River itself. For a space which is 400 miles in length by 70 in breadth, that

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valley is the finest wheat-growing tract on the continent of North America, if not on the habitable globe.

Farming on a scale unparalleled except in California is prosecuted in the Red River Valley. This dates from the year 1875, when several capitalists bought vast tracts of land there. Mr. B. P. Cheney, of Boston, and Mr. Oliver Dalrymple, of St. Paul, purchased 5000 acres of which 3500 were under cultivation in 1879. In 1877 they harvested 42,000 bushels of wheat, 6000 of oats, and 3000 of barley. The machinery on this farm comprises 40 ploughs, 16 seeders, 40 harrows, 16 harvesters, 3 steam thrashing machines, and 3 portable steam-engines. As many as a hundred men are employed at the busiest season. Mr. Cass has a farm of 6000 acres, nearly the whole of which is sown with wheat. Large though these farms are, yet they seem small in comparison with that belonging to Mr. William Dalrymple; it covers 30 square miles. The area sown with wheat in 1878 was 20,900 acres; the yield was 250,000 bushels. Seventy-five reaping and binding machines were used to harvest the crop, the work being done at the rate of 1000 acres a day. This farm is managed on the plan of a factory. It is divided into sections of 2000 acres, over each of which an overseer is placed;

he carries out the orders of Mr. Dalrymple just as a Brigadier-General carries out the orders of the Commander-in-Chief of an army. Comfortable dwellings are provided for the overseers, while there is a boarding-house for the accommodation of the farm-labourers. Each section has its granary, stables, machine-shop, and engine-house. Indeed, the vast estate is really divided into a number of separate farms, each complete in itself, and all subject to a common head. Four hundred and fifty labourers and upwards of three hundred horses and mules are employed on this farm; three bookkeepers are required to register the accounts, and two cashiers to receive and disburse the money. Indeed the whole arrangements are designed to assimilate the production of grain to the operations of a manufactory. The idyllic side of farming has no place here. The farmer is a capitalist; the farm-labourer is called a "hand" and treated as one. Advocates of spade-husbandry will see nothing to admire in this wholesale method of cultivating the soil, and they will maintain that if this system should grow in favour, the day must arrive when, in the United States as in certain European countries, there will be a permanent and rigid separation between the tillers of the soil and its owners. However, while land continues as plentiful and as easily acquired in

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North America as it was in Europe during the Middle Ages, when the existing large estates were formed in England, the citizens of the United States will disregard gloomy forebodings and will continue to lavish their admiration upon a successful capitalist like Mr. Dalrymple. His farm is a common topic of glorification among the citizens of the new North-West, and of admiring envy among the dwellers in less fertile parts of the land.

My present purpose is not to linger and describe what may be observed on the Red River within the United States, but to journey along it to the Canadian Province of Manitoba. That river is the silent highway of intercourse between the citizens of the Union and the citizens of the British Empire. A few years ago an Indian canoe was the only kind of boat which traversed its surface. Now steam vessels pass backwards and forwards between St. Vincent, a station of the St. Paul and Manitoba Railway and the capital of Canada's Prairie Province. There has been a settlement of British subjects on this river since the year 1812. Then the Earl of Selkirk, chairman of the Hudson's Bay Company, induced Highlanders, who could not live in comfort on their native heath, to seek a new home in the heart of the North American Continent. Nearly half a century after this settlement was formed,

Dr. Rae, the famous Arctic explorer, informed a Select Committee of the House of Commons that about two months were required to journey from Toronto, in Upper Canada, to the Red River Settlement in Rupert's Land. The Earl of Southesk, who went to hunt in the Hudson's Bay Territory in 1859, saw a steamer on the Red River for the first time. In 1862 the late Lord Milton and Dr. Cheadle experienced on the Red River a painful foretaste of the perils which had to be faced and surmounted before they could begin their toilsome journey across the North-Western Wilderness. Finding that the steamer sailed but once a fortnight, and not caring to wait for it, they started down the rapid stream in a canoe, and endured extraordinary hardships before they reached Fort Garry. Eight years latter Captain Butler was commissioned by Colonel (now Sir Garnet) Wolseley, the chief of the expedition which was sent to suppress Riel's rebellion, to proceed to Winnipeg through the United States. He passed along the Red River in the steamer *International*, and suffered by the way as others have done before and since. The tale of his misery is graphically told in "The Great Lone Land."

The inconvenience of this route caused the Government of Canada to devise another within the limits of the Dominion. This was known

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as the Dawson route. A traveller over it, who started from Thunder Bay, on Lake Superior, reached Fort Garry in the course of three weeks. The Red River expedition, under Sir Garnet Wolseley, which first passed over this part of the country, took three months to make the same trip. As the Dawson route proved unremunerative to its promoters, it has long ceased to be a regular pathway for traffic and travel between the provinces of Ontario and Manitoba. The traveller who started from the capital of the former province for that of the latter either went to Chicago by rail, thence by another line of railway to St. Paul and Fisher's Landing, where he stepped on board a steamer which carried him to his destination, or else he took the train to the shore of Lake Superior, where he embarked in a steamer for Duluth; thence he proceeded by rail to Fisher's Landing, and by steamer to Winnipeg. But, whichever route was chosen, the time occupied was not less than 11 days, so that Manitoba remained as far apart from the Eastern Provinces of the Dominion as Canada is from England. My first trip to Manitoba was made by rail from St. Paul to Fisher's Landing, thence by water to Winnipeg. Since then the landing-place has been changed to St. Vincent, thus saving the tedious navigation of Red Lake River.

In the spring, when the river is in flood, the 500 miles which separate the two places can be traversed in 48 hours. In the autumn the river is very low and then the passage is very tedious. The return voyage which I made occupied five days and nights. The first part of the journey northwards is easy and pleasant. Leaving the capital of Minnesota by the St. Paul and Manitoba Railway at 5 o'clock in the evening, the passenger reaches Fisher's Landing shortly before noon the following day. Twenty-five miles from the starting-place a stoppage is made at Wayzata, on Lake Minnetonka. This Lake is one of the natural attractions of the State of Minnesota; it excites even greater admiration than the falls of Minnehaha, which owe much of their popularity to Mr. Longfellow's poetry. The Lake consists of a series of bays, each of which is a lake in miniature, and many are studded with wooded islands. There are 25 of these bays. The Lake is navigable for a length of 17 miles. In olden time it was the favourite haunt of Dakota Indians; they encamped on its margin or on one of its islands. They caught fish in the lake, gathered wild fruits on the islands, hunted deer and other game in the surrounding forests, and procured sugar from the maple trees which beautified the scene. The places of the wild

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Indians are now filled with thousands of civilized tourists, who enjoy themselves during the hot months of summer along the shores or on the bosom of the lake. As we proceed northward there is a change in the aspect of the land. The southern part of Minnesota is diversified with wood and rising ground; the northern is genuine prairie, extending to the horizon without anything but a few log houses to vary its flat surface.

The monotony of the night journey was broken by an incident of which I do not desire a repetition. About midnight the car was filled with an acrid and stifling odour; such a smell I had never experienced before. If the pungent and nauseous effect produced by throwing water upon hot cinders were intensified a hundredfold and if all the worst stench were combined with it, the result would not equal the reality on this occasion. In the morning I learnt that the train had passed over a skunk. The small town, called Fisher's Landing, from which the steamers started was on the model of Western cities. It had two hotels, between which there was nothing to choose, both being as comfortable and attractive as the cabin of an Irish bog-trotter. There were several drinking-saloons and one general store; a sensible notice in the latter was to the effect that

persons who came to make purchases were more welcome than those who merely wished to gossip.

Fisher's Landing is on the Red Lake River, a stream which joins the main one at Grand Forks. Steamers plied between it and Winnipeg twice weekly between the months of May and September. The *Manitoba* was the one in which I went, and the *Minnesota* the one in which I returned. They are the property of the Kittson Transportation Company. I gladly acknowledge that the officials of the company and the officers of the steamers did what they could to render the voyage as pleasant as possible. The boats are unlike anything to be seen in England. Their appearance can best be realized by supposing a Thames coal-barge to have a deck and two long furnaces, with boilers above them, placed near the bow, and two steam-engines further aft. The engines work a paddle-wheel which is the breadth of the boat, and revolves at the stern. Above the boilers and engines is a wooden house, containing the saloon and state-rooms. The top of this house forms the upper deck. Pipes conveying steam from the boilers to the engines run under the thin flooring of the state-rooms, which are situated at the sides of the saloon. As the thermometer seldom indicated less than 95 deg. in the shade during this journey on the Red

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River, the extra heat from these steam pipes was a superfluity with which the occupants of the state-rooms could easily dispense.

Though the heat was intolerable almost beyond endurance and far in excess of what most of the passengers had ever experienced, yet it was not the worst infliction. Myriads of hungry and ruthless mosquitoes plied their sanguinary trade in every corner of the steamboat where a human being could be approached. Many black flies rivalled them in assiduous efforts to get food and inflict pain. At a competitive examination a black fly could bear away the prize from a mosquito. He bites with greater force and to a greater depth, and he clings to the surface of the skin with more firmness than a mosquito, while the irritation which he leaves behind lasts longer and is more painful than that produced by his fellow pest. It is a beautiful provision in nature that a real or imaginary remedy is provided for every plague. Everybody knows that there are several "infallible" cures for sea-sickness. Provision of the same kind exists for the protection of the human skin against the bites of venomous insects. A passenger on board the *Manitoba* was the happy possessor of one of these infallible remedies. He had been fishing in Labrador, where the streams are alive with fish and the air

is dark with stinging insects, and he had been able to pursue his sport in comfort by smearing himself with a mixture of tar and sweet oil. He was loud in praise of this panacea before the mosquitoes and black flies pounced upon their prey. He prepared himself for the onslaught, and he was kind enough to allow myself and others to do the same by rubbing the skin with the mixture. It was not long before he stated with extreme emphasis that the insects of the Red River must be differently constituted from those of Labrador, because what repelled the latter seemed to attract the former.

The distance from Fisher's Landing to Grand Forks is 12 miles by land. It is about 50 miles by water. The time taken to go between these two places when the water is low varies from 18 to 30 hours. Ten hours were consumed in passing over the worst part, the distance being four miles. I was surprised, not that the steamer made slow progress, but that it made any. The river winds to a degree which is unprecedented. At few parts is the course a straight one for a quarter of a mile in length. What renders the navigation more laborious is that a barge, laden to the water's edge, is generally lashed alongside the steamer; hence the difficulty of rounding sharp curves is materially increased. The stop-

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pages are frequent and tedious. Sometimes they are caused by the barge and the steamer grounding on a shoal, and then a rope has to be sent on shore, fastened round a tree, and dragged in by the steam winch, or "nigger" as it is here called, till the tree is torn up by its roots or the steamer is moved into deep water. At other times long halts are made to repair the stern wheel, the floats of which are often broken by striking against the bank. It is strange, indeed, that the steamer is not seriously injured every voyage. At the narrowest and most curved parts of the river the steamer's bow is forcibly sent against one bank, while its stern is swung round by the force of the current, and each shock shakes it from stem to stern so terribly as to produce the impression that the entire structure must fall to pieces.

When a steamer runs aground or stops for repairs during the day, the cabin-boys, and the crew, who are not on duty, set to work and catch fish. They use long lines weighted with sinkers; a piece of raw meat forms the bait. Cat-fish, gold-eyes, and pike abound in the river, and a good catch of fish is often secured during the interval of waiting. The anglers and the on-lookers are kept awake and excited by the insects, which increase in number and energy when the vessel is stationary. If any one is tempted by the

wild grapes or wild plums to go ashore and pluck them, he gladly returns on board. The mosquitoes are even more plentiful and savage on land than on water. On each bank there is a belt of timber; outside this fringe of trees, the prairie stretches its apparently illimitable expanse. The wood, which comprises elder, oak, box, ash, and elm trees, constitutes the supply for fuel and building purposes over a very large area. Rafts formed of the fallen trees are floated down to Winnipeg, where they are broken up and the logs sawn into boards. One of the rafts which we passed was navigated by a woman; a man lay in a rude structure erected upon it. Household furniture was piled up at the sides, the whole being the worldly effects of a couple changing their place of abode. The man, who had kept watch during the night, now slept while his helpmate took her turn in steering.

The steamer stopped at four stations between Fisher's Landing and Fort Garry. The first was Grand Forks, a town in Dakota Territory; the second Fort Pembina, on the frontier between the United States and Canada; the third West Lynn, a Canadian settlement, where is Fort Dufferin, a trading-post of the Hudson Bay Company; and Emerson, on the opposite side of the river, which is one of the rising towns of

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Manitoba. A flag showing the letters H.B.C. in white on a red ground was the mark of the Hudson Bay Company being in possession of the fort. An American citizen told me that some of his countrymen were puzzled when they saw this flag for the first time. One of their number thought he had solved the engima of the three letters by saying that they meant "Here before Christ," as, from the appearance of the country, there had not been any change since then.

Sixty miles intervene between the frontier and the capital of the Province. There is very little wood left along this part of the river, the greater part having been cleared away by settlers or by speculators. Farms are to be seen at short intervals; the crops which cover the ground look exceedingly well. The passengers in the steamer experience a change since the stream has run between banks denuded of timber—in other words, the mosquitoes have ceased from troubling. The only insect which skims the surface of the river and which fills the saloon when the lamps are lit is a white-winged one called a "miller." I have seen these insects on the Rhine in the autumn months, but I never saw so many as on this occasion. A constant stream of them is borne along by the breeze; it has the appearance of a bank of snow. The glasses of the steamer's lanterns are

covered with these insects; they dash against the glass and then fall down to die among the mass on the deck. They fill pails when the deck is swept in the morning. Though they obscure the light, they give no other annoyance, and they are mere objects of curiosity.

The first I saw of Winnipeg was in the autumn of 1878. Fort Garry, a rectangular building, with a turret at each corner, then stood where the Assiniboine enters the Red River. The steamer stopped a few minutes to land passengers, the permanent landing-place being a short way further down the river. The houses which form the city have a substantial look; the villas on the river's bank are tasteful in appearance. On the opposite side of the river to that on which the capital stands is the parish of St. Boniface, with its cathedral, the palace of Archbishop Taché, its college, and its convent. When Mr. Whittier was here a quarter of a century ago the journey down the river in a canoe seemed to him a wearisome undertaking. He wrote a poem on the "Red River Voyageur," which opens with this vivid and correct description of the river itself:—

Out and in the river is winding  
The links of its long, red chain  
Through belts of dusky pineland,  
And gusty leagues of plain.

He depicts the "voyageur," when tired and exhausted, regaining his spirits and vigour on hearing the chime of the bells of St. Boniface. Then the poet, as his manner is, ends his verses with a comparison and points a moral :—

Even so in our mortal journey  
The bitter north winds blow,  
And thus upon life's Red River  
Our hearts, as oarsmen, row.  
And when the Angel of Shadow  
Rests his feet on wave and shore,  
And our eyes grow dim with watching  
And our hearts faint at the oar,  
Happy is he who heareth  
The signal of his release  
In the bells of the Holy City,  
The chimes of eternal "peace."

## CHAPTER II.

### THE CITY OF WINNIPEG.

WINNIPEG, the capital of Manitoba, surprised me more at first sight than any one of the countless cities which I have visited on the North American Continent. The older ones frequently surpassed my utmost expectations; the younger as frequently fell below the most moderate estimate which I had formed of them in imagination. Indeed, a pretentious city in the Far West is commonly on a par, in external appearance, with a paltry village elsewhere. I had read much about Winnipeg before visiting it, and the impression left on my mind was not favourable. The Earl of Southesk, who was here in 1859, writes that "there were houses enough to form a sort of scattered town." Lord Milton and Dr. Cheadle, who followed him three years later, saw nothing worthy of note. Captain Butler, who paid it a visit in 1870, refers to it, in his "Great

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Lone Land," as "the little village," and "the miserable-looking village of Winnipeg." I knew that changes had been made since Captain Butler came hither on duty connected with the Red River expedition under Colonel (now Sir Garnet) Wolseley; but I was not prepared to find that they had been so great and startling as those which I actually beheld.

Walking down Main-street, on my way to the Pacific Hotel, I could hardly realize that I was in a city incorporated so recently as 1873 and supposed to be far beyond the confines of civilization. The street is 132 ft. wide and it is lined with shops, churches, and public buildings which would do credit to a much older and more famous place. The solid look of the majority of the edifices is as noteworthy as their ornamental design. They are built of cream-coloured brick. It is at a comparatively late stage in the growth of a western city, either in the United States or Canada, that the buildings are composed of anything but wood; hence, a stranger in one of them is apt to arrive at the conclusion that the buildings are erected for a temporary purpose. Here, however, the effect is the reverse. The Town Hall and the Market, the Post Office, the Dominion Land Office, and the Custom House, to name but a few of the public edifices, are as sub-

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stantial buildings as can be desired. No one looking at them can feel here, as is so commonly felt in other places of rapid growth on this continent, that the citizens apprehend their city will decay as rapidly as it has sprung up. While the progress of Winnipeg is one of the marvels of the Western world, there is good reason for believing that it will continue at an accelerated rate, and that Winnipeg will hereafter hold in the Dominion of Canada a place corresponding with that now held in the United States by Chicago. In 1870 there were 300 people in the miserable-looking village of those days; now, the population is approaching 15,000. There are eight churches—one belonging to the Roman Catholics, three to the Episcopalians, one to the Presbyterians, two to the Wesleyan Methodists, and one to the Baptists. There are several schools and colleges—two common schools, St. John's College Schools, for boys and for girls; a Central School; St. Mary's Academy; Manitoba College, in connexion with the Presbyterian Church, and a Wesleyan Institute. Most remarkable of all, if not altogether exceptional among seminaries for the advancement and diffusion of sound learning, is the University of Manitoba. It grants degrees in arts, sciences, law, and medicine. Its governing body is composed of representatives of re-

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religious societies which have not succeeded in working harmoniously for a common end in other parts either of the Old or the New World. The colleges affiliated to it are the Episcopal College of St. John, the Roman Catholic College of St. Boniface, and the Presbyterian College of Manitoba. Others may and are expected to join a University which, if as successful as it deserves to be, will become a model for other places, both on the North American continent and on the continent of Europe. The governing body consists of a Council, composed of a Chancellor and Vice-Chancellor, representatives of each college, three representatives elected by the graduates, and two representatives of the Provincial Board of Education. The first Chancellor chosen to preside over the Council is the Bishop of Rupert's Land, and the Vice-Chancellor is the Hon. J. Royal, the Secretary of State for the Province, and a highly-respected member of the Catholic Church. Provision is made for the colleges affiliated to the University granting theological degrees. No objection can be raised to this by the most advanced and uncompromising educational reformer; indeed, the educational reformer would be hard to please, if he were not satisfied with the constitution and government of the University of Manitoba. While those persons merit unstinted praise

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who have worked and made no mean sacrifices to render the University successful, the Legislature of the Province is equally worthy to be held in honour for having contributed to aid the experiment by endowing the University. Thus nothing has had to be paid by the colleges which are now in connexion with it, nor will those which may hereafter become affiliated to it have to provide any funds.

Another institution which I did not expect to find in so young a city is the Historical and Scientific Society of Manitoba. Though it has been only two years in existence, this Society has rendered a service to the Province by collecting its records, exploring its Indian mounds and collecting specimens wherewith to illustrate its mineralogy and geology. It is unfortunate that the Society could not persuade the Hudson Bay Company to spare old Fort Garry, instead of levelling it to the ground and using the stones to form the foundation of a new store. However, the Company have wisely presented many volumes of records to the Society's library, where they will be safely kept, and accessible for study. From a personal inspection of the works in the library, and the curiosities in the museum, I can vouch for a good beginning having been made, and I have no doubt that, if the members continue

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to display the same energy, the Historical Society will prove of infinite advantage to the inhabitants of the Canadian Far West.

The great width of Main-street, which runs north and south, adds to its effect; Portage-avenue, which, like it, is 132 ft. wide, runs west, and is an important thoroughfare; Burrow's-avenue is 99 ft. wide; and the other streets are 66 ft. Indeed, the city is laid out with an eye to its future increase in population. This is specially shown in the care which has been taken to secure open spaces, which will prove of much benefit when the area is more thickly covered with buildings. There are three public parks—Victoria, Burrow's, and Mulligan; the first covers eight acres, the second five, and the third three. There is a race-course and a rifle range. The young men take delight and are very expert in rifle-shooting, their ambition being to obtain a place in the Canadian team which pays a yearly visit to Wimbledon, and there displays a vigorous and fraternal rivalry with the volunteers of the United Kingdom. Several tall chimneys in different parts of the city denote the presence of manufactories. I learn that there are two flour mills, three saw mills, and four planing mills; that there is a carriage factory, a biscuit and confectionery bakery, a distillery; and that there is

a brewery five miles distant, where the hops used in combination with malt are the wild hops which abound in the district and can be obtained by any one who chooses to gather them. Hotels of various classes are plentifully provided for the entertainment of strangers, the Pacific Hotel and the Queen's being the two best and largest. The public-houses, or saloons as they are called throughout the West, are many in number; they are under rigid supervision and each is licensed. The licence, which costs \$240 annually, is liable to forfeiture in the event of the saloon being badly conducted.

The public markets I found well supplied with butcher's meat, poultry, game, fish, and vegetables. The fish come from the lakes and the rivers, comprising pike, cat-fish, gold eyes and white-fish. I have always thought that none but persons who are nearly starving can really eat pike with any relish. A good imitation pike could be manufactured out of white blotting-paper with small pieces of fine wire interspersed; on being cooked the taste of the fish would be well reproduced by the moist blotting-paper, while the sensation of finding a sharp bone at each mouthful would be perfectly rendered by the stray pieces of wire. One of the fish on the bill of fare at the Pacific Hotel bore the name of Red River

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salmon. I tasted it and thought it delicious, though not at all like any salmon which I had eaten. It was quite as rich as salmon and had scarcely any bones, resembling a lamprey in this respect more closely than any fish with which I am acquainted. A travelling-companion was quite as much pleased with it as I was. Before eating and praising it, he had warned me against ever eating the cat-fish, which he had seen taken out of the river, and of which he disliked the look as well as the name. He was rather surprised to learn that he had heartily enjoyed and commended cat-fish under the name of Red River salmon.

The vegetables for sale in the market reminded me of stories which I had read at home in the months of autumn. No imaginative writer in a country newspaper ever penned a paragraph about gigantic vegetables that could not be justified by the potatoes, cabbages, and turnips which I saw for sale here, and others which I have seen selected for exhibition. It is a common thing for potatoes to weigh 2 lbs. each and turnips 20 lbs. and for them to be as good as they are heavy. A squash has been produced weighing 138 lbs. and a vegetable marrow 26. Cabbages measuring 4 feet 8 inches and 5 feet 1 inch in circumference have excited the astonishment of other visitors as well as my own, while a cucumber, grown in the

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open air and measuring 6 feet 3 inches in length, was rightly considered a curiosity. The display of fruit was not equal to that of vegetables, the culture of fruit having been neglected owing to the supply of wild fruit being so varied and abundant. Experiments made in growing apples having proved successful, the gardens here will soon be filled with fruit-bearing trees. Yet it is not wonderful that the early settlers should have been satisfied with what Nature has provided for them, seeing that they had nothing to do but gather and consume an abundance of wild plums, grapes, strawberries, currants, red and black raspberries, cherries, blueberries, whortleberries, marsh and high bush cranberries. If the settlers have not busied themselves about the culture of fruit, they have not neglected the culture of flowers. The little gardens which adorn the fronts of the houses are filled with roses, mignonette, and other flowers dear to English eyes. Never have I seen flowers with more brilliant tints than those of Maritoba, and the brightness of their colours is in keeping with the strength and sweetness of their perfume.

An enumeration of the principal sights in the streets of Winnipeg would be incomplete if I omitted to mention that it contains many stores which for size and variety of the goods kept

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would do credit to any city, as well as several banking-houses, which have not only a solid look as buildings, but which enjoy the reputation of being sound financial establishments. First there is the Post-office Savings-bank, where depositors receive interest at the rate of 4 per cent., with the advantage of perfect security; secondly, there are branches of the Merchants' Bank of Canada, of the Ontario Bank, and of the Bank of Montreal. In the newest western cities it is customary to find churches and schools, manufactories and markets, shops and banks; but I think no other city than Winnipeg has ever been able to boast of a club-house at so early a stage of its existence. The Manitoba Club was founded in 1874—that is, one year after the incorporation of the city. The club-house in Main-street presents a neat appearance externally, while its internal arrangements are as comfortable as the most fastidious person could expect. Its members number about 80. I can write with the greater confidence in praise of the Manitoba Club, because I had the gratification of being made an honorary member of it and of enjoying its advantages. Though acquainted with many clubs, I know of few wherein dinners are supplied of equal quality at so moderate a charge as in the Manitoba Club. I found that the members enjoyed some articles of

food which would be accounted startling novelties in any English club, among them being sturgeon, an excellent fish, and roast bear, a tender and finely flavoured meat. I was more struck with this club than with the fact that Winnipeg possesses two excellent daily newspapers, the *Manitoba Free Press* and the *Daily Times*. A clubhouse is regarded as a luxury in the Far West, whereas a newspaper is held to be a necessary of life. In the town of Selkirk, twenty miles farther north, the few inhabitants decided that they must have a newspaper, and, as there was no printing-press in the town, the difficulty to be overcome was considerable. They agreed among themselves to pay a sum of \$500 to the founder of a weekly newspaper in Selkirk, and they advertised this offer, adding that a circulation of 400 copies, at \$2 each, was guaranteed for a year. The result was that an enterprising gentleman started from the older part of Canada with a printing-press, and became printer, editor, and newspaper proprietor in Selkirk. The experiment was not successful; the weekly journal lived a year when it ceased to appear and a monthly magazine was issued in the hope that the reading public would give it the support which had been denied to the weekly venture.

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the thriving suburb of St. Boniface, I must devote a few sentences to the Company which was once supreme and which is still a power in Winnipeg. There was a time not very long ago when no person could buy, sell, or reside here without leave from the Governor of Assineboia, the old name for this Province. The Hudson Bay Company had then an actual monopoly of the country and exercised an exclusive jurisdiction over it. It had not been disputed in a court of law that the charter conferred on the Company by Charles II. gave them all the authority to which they laid claim, neither could it be denied that the attempt to keep a fertile region vaster than Europe as the hunting-ground of savages and a breeding-place for wild beasts, was opposed to the spirit of the age. The monopoly ended in 1869, when the Company surrendered its claims to Canada in return for 300,000*l.* in cash, the retention of land round the trading-stations estimated at 50,000 acres, and of one-twentieth part of the remainder of the land. Thus the Hudson Bay Company became the largest possessor of landed property in the world.

In past times no company could well be more prosperous than this one; the proprietors received enormous returns for their investments; the dividends were sometimes as high as 300 per cent.

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Not even the East India Company in its palmyest day was a greater financial success than this great fur company of the North-West. And just as the East India Company had among its servants men of genius like Clive and Hastings, so was the Hudson Bay Company served by men whose ability was not inferior to that of the conquerors and rulers of the East. The factors who conducted the Company's trade were proud of their position and did their utmost to uphold it. Once a year they met at Norway-house, reviewed the operations of the previous year, planned those of the following year, and carefully scrutinized each other's performances. The factor who had been weighed in the balance and found wanting was excluded from acting with his colleagues. Indeed, merit was then the indispensable qualification for the advancement of a Hudson Bay Company's servant. In treating the Indians of the North-West, the policy of that Company has been both humane and exemplary. No one, indeed, who has studied the subject and who has had the good fortune to enjoy the acquaintance of the pioneers of civilization in the North-West can refrain from praising the servants of the Hudson Bay Company in the strongest terms. Though that Company is as ably served as of old, yet its exceptional prosperity is a thing of the past. The

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fur trade must dwindle in importance as the settlers cover the region where the desultory efforts of wild Indians to kill wild animals alone checked their multiplication. The Company must look for its future profits from the sale of land. It is difficult for any body which has certain traditions, and which has prospered by observing them, to forget them altogether and begin an entirely new career, and this is the difficulty with which the Hudson Bay Company have been confronted.

Fort Garry, the original post of the Hudson Bay Company, was at the southern end of Main-street. A large store adjoins it, in which all the articles can be purchased which are required either by the simple savage or the exacting white man. Next to the store is the Governor's residence, now occupied by the Lieutenant-Governor of the Province. Formerly this store was the only place where the Red River settlers, for several miles round Fort Garry, could make purchases, or where they could dispose of their produce. Even now the articles sold here are as good and quite as cheap as in the Winnipeg shops; in making this statement, I do so from experience, having been a customer both to the store and to some of the shops. Now, if the Company desired that their store should be able to cope most thoroughly with rival establishments the obvious course was to

promote settlement in its vicinity. This was not done; on the contrary, the chief business part of the city was driven northward. Five hundred acres of land at Fort Garry remained the property of the Company at the transfer of its dominion to Canada in 1869. Instead of selling this land to the highest bidder, a price was set on it far in excess of the sum for which land equally good could be bought elsewhere. Hence it is that, instead of the neighbourhood of the Fort and store being covered with dwellings, it lay waste, while dwellings covered the opposite end of Main-street, nearly two miles distant.

A change has taken place in the conduct of the Company's business which is likely to redeem all the errors once committed. Mr. Brydges, who had been Manager of the Grand Trunk and Superintendent of the Intercolonial Railway, was appointed Commissioner for the sale of the Company's land. He has brought his large business-knowledge and tact to bear upon the matter with the best results. There are still changes to be effected in the management of the Company's affairs before they can be said to be conducted in the most efficient manner. Nevertheless, so much has been done in the right direction that the financial success of the Company ought to be far greater in the future than in recent years. About

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the value of their property there can be no question. To use a phrase common in the United States, "there are millions in it." But prudent management both in London and Winnipeg is required to extract the millions from it.

II.

It is time, for the sake of variety, to pass across the river to the interesting suburb of this city. A few minutes spent in a ferry-boat, and then the passenger sets foot in St. Boniface. The change between any part of the English and French coast is very great; crossing the Straits of Dover and landing in France is like entering a new world. Much the same effect is produced on him who leaves Ottawa, passes through the suburb of Edinburgh, crosses the river, and enters Hull. This is not only a change from the Province of Ontario to that of Quebec, but it is also a change from an English to a French speaking locality. Such a contrast may also be perceived, both in the oldest and youngest States in the North American Union. When the river is crossed which separates New York from Hoboken, one passes from an English to a German speaking city; indeed, there are shops in Hoboken where German is under-

stood better than English. In Chicago and Milwaukee there are quarters where German is the prevailing speech, and in St. Paul there are quarters where Norse is the only tongue fluently spoken. But none of these cases is so curious as that of St. Boniface. In the cities of the United States, though the people may speak a foreign tongue, there is yet no external token of the population being foreign. On the western side of the Red River, the wayfarer who looks at the street-corners sees such truly British names as Alfred, Gladstone, and Macfarlane; on the eastern side he sees Rue St. Boniface, Rue St. Joseph, Rue du Moulin, while he hears the passers-by converse in the French language. It is not so much the fact that French is spoken, as that everything looks so French which renders this suburb of the city of Winnipeg unlike any other which I have seen in any city on the continent of North America or of Europe.

The settlement of French half-breed's at St. Boniface dates from the year 1818. Since then it has been the Roman Catholic mission centre of the North-West. Bishop Provencher laboured here as a priest from 1818 till his death as bishop in 1853. His successor, Archbishop Taché, has spent the greater part of a long life as a missionary priest among the Indians. Archbishop Taché's work

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entitled "Twenty Years of Missions in the North-West of America" is not only an interesting record of personal experience, but till recently it has been the only trustworthy guide to that obscure region. He is very popular, and his great authority over the Half-Breeds and the Indians is exercised with much discretion. He chiefly contributed to allay the irritation which occasioned and succeeded the rebellion headed by Louis Riel; and, though he was said to have rather strained his powers as a mediator by promising an absolution to the rebel leaders which the Canadian Government did not intend to accord, yet he unquestionably acted in good faith and with a success proving that his interpretation of the mission which he undertook was justified by events.

The most conspicuous buildings in the suburb of St. Boniface are connected with the church of which Archbishop Taché is a worthy representative. First in importance is the Cathedral, a stone building in simple Gothic style, and one of the best edifices of the kind in the North-West. Its organ is one of the finest in the country; it was a gift to the Archbishop from his friends in Quebec on the 25th anniversary of his accession to episcopal rank. The interior of the Cathedral is principally remarkable for the absence of the tawdry decorations which so often offend the eye

in such places. The Archbishop's palace is close to the Cathedral, and is also built of stone. It is a plain, comfortable dwelling-place, with a well-kept garden in front, filled with flowering plants and trees. I had the pleasure of conversing with the Archbishop and of learning his views with regard to the settlement of the country. He has that polish of manner which seems to be the inheritance of most persons whose mother-tongue is French. Though no longer young and though much of his life has been passed among hardships which render a man old before his time, yet he has the look of a man much younger than his years. He is a living witness to the salubrity of the climate, having been here upwards of 30 years; his predecessor, Bishop Provencher, lived long enough to show that residence near the Red River was conducive to longevity.

Archbishop Taché has a strong faith in the progress of this region of the country and in its adaptability for settlement. Some parts further westward he considers too poor for cultivation, but he admits there is ample space and attraction for millions to take up their abodes and prosper. The task of civilizing the Indians he holds to be much less difficult than is commonly supposed, and the success which the missionaries of his Church have had among the Indian tribes between

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the Red River and the Rocky Mountains is strongly in favour of the sanguine views entertained by the Archbishop. His own exertions to promote education are worthy of high praise and have yielded good fruit. Several educational and charitable institutions over which he exercises supervision are within a short distance of his palace. First there is the College of St. Boniface, where the students number between 60 and 70; secondly, there is St. Boniface Academy for the education of girls, where the teachers are Sisters of Charity; thirdly, there is the Convent of St. Boniface, where orphans and destitute old women are cared for and supported by the Sisters; and, fourthly, there is a hospital in connexion with the convent for the relief of the sick. Having read some extracts from the pastoral letter issued by Archbishop Taché at the time of the last general election in Canada, I was desirous of seeing the document itself, and, on stating this, the Archbishop kindly presented a copy to me. I shall translate a few passages from it in order to show the kind of advice which is given to electors by this excellent representative of the Catholic Church in the Canadian West.

He begins by claiming for priests, as citizens, the duty to take part in elections and the right to do so in virtue of their education and sacred office.

He sets forth the importance of the elections on account of the results which may follow, and the necessity of having a well-constituted Legislature. He insists on the value of every vote in a Legislative Assembly, seeing that a single vote may turn the scale for good or evil, and he contends that this consideration ought to be borne in mind in choosing representatives. He controverts the generally prevailing view that any man is fitted to be a legislator, saying that to represent one's fellow-countrymen, to undertake the preservation of the interests of one's country, and to become a legislator are such very difficult and important duties that one is often surprised at the ease with which certain persons set up as candidates and solicit the votes of electors. A proper candidate ought to possess common sense, a thing which the Archbishop holds to be rarer than is commonly supposed, and of which the absence is almost invariably marked by ignorance of the precept there is "a time to keep silence," adding, "Discretion in speech is so characteristic of prudence that we are assured in Solomon's Proverbs that even a fool when he holdeth his peace is counted wise, and he that shutteth his lips is esteemed a man of understanding." He thinks it imperative that a good member of Parliament should be a well-instructed man, "it being possible to be a worthy

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man without instruction, but not a good legislator." Equally necessary is it to be an honest man, to be received in good society, to be sober and God-fearing in order to merit being sent to Parliament. The Archbishop remarks that these considerations prove that the requisite Parliamentary qualifications are not possessed by all men, and then he goes on to show what are the duties incumbent on electors. The first is to pray for enlightenment, the second to consult wise and discreet persons, to avoid being influenced by passion or personal interest, to widen the sphere of their contemplation, and to consider the public weal. He warns them against the curses of elections, which are lying, drunkenness, venality, and violence, and he implores them to allow the result to be achieved in opposition to their wishes rather than to gain an electoral triumph through perjury, calumny, or falsehood. He denounces bribery as a crime which stains both parties, both the briber and the bribed being bad citizens, traitors to duty and honour. He styles a member who owes his election to corruption as an intruder in Parliament. He charges the electors not to commit any acts of violence and to refrain from copying the bad example in this respect which had been set elsewhere, adding, "Above all show yourselves Christians, and you cannot fail to be good citizens."

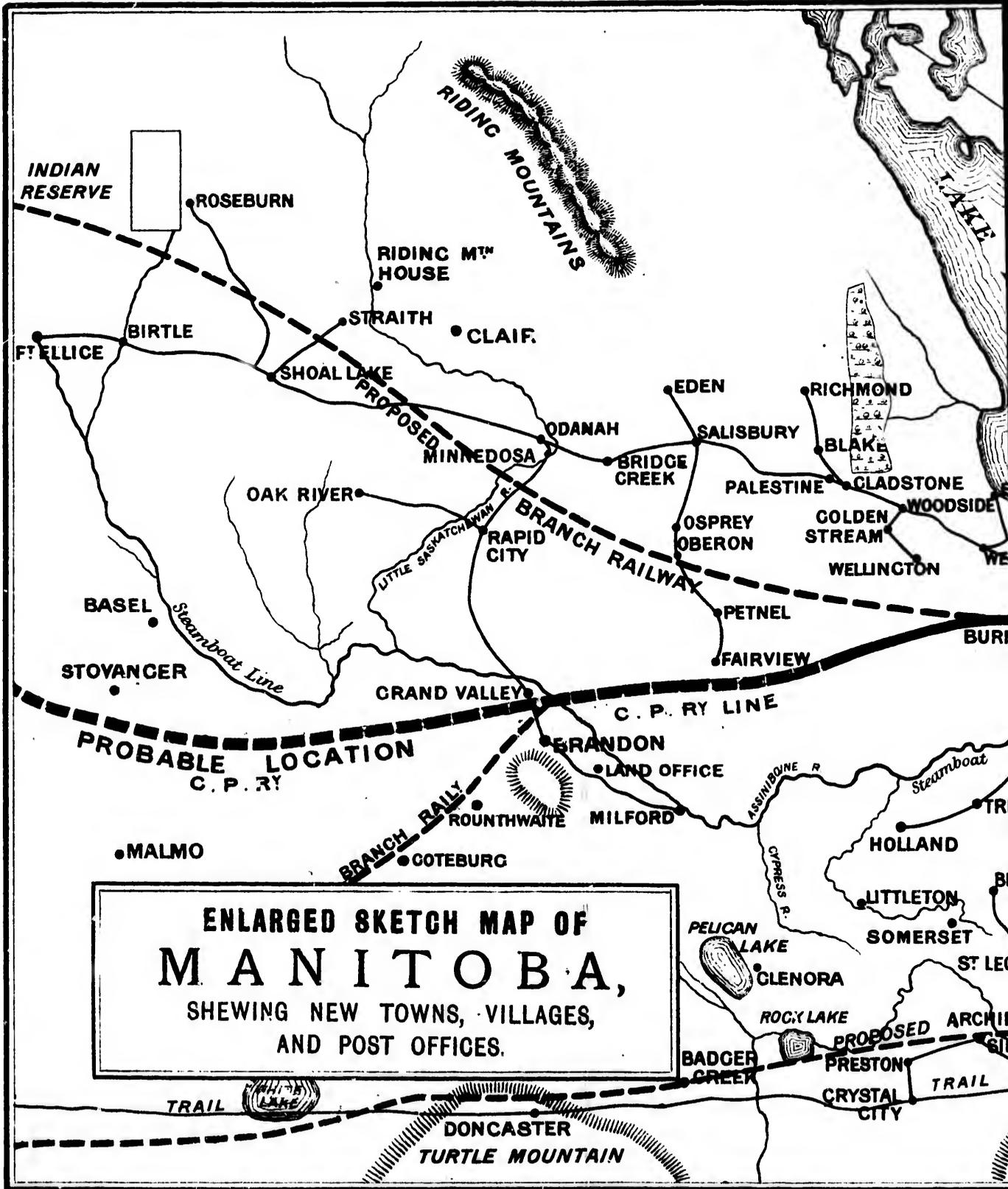
He concludes by forbidding the holding of political meetings at the church doors on Sundays and by desiring that such gatherings should be held on weekdays only. The foregoing summary of this pastoral letter not only shows the opinions which the Archbishop inculcates, but it justifies me in asserting that if other dignitaries of his Church displayed the same tact and good taste there would never be any cause for protesting against priestly interference at elections.

Before leaving St. Boniface, I must note that this suburb of Winnipeg promises to thrive even better in the future than it has hitherto done. The terminus of the Pembina branch of the St. Paul and Pacific Railway is here, and this has given an impetus to building. A newspaper in French, called *Le Métis*, is published weekly. It is the only French journal published in the Canadian North-West and taking cognizance of the wishes and wants of the large class there which preserves the use of the French language. There is no part of Canada where speech is more diversified than in the Province of Manitoba, nor is there any in which the ordinary routine of existence is more varied.

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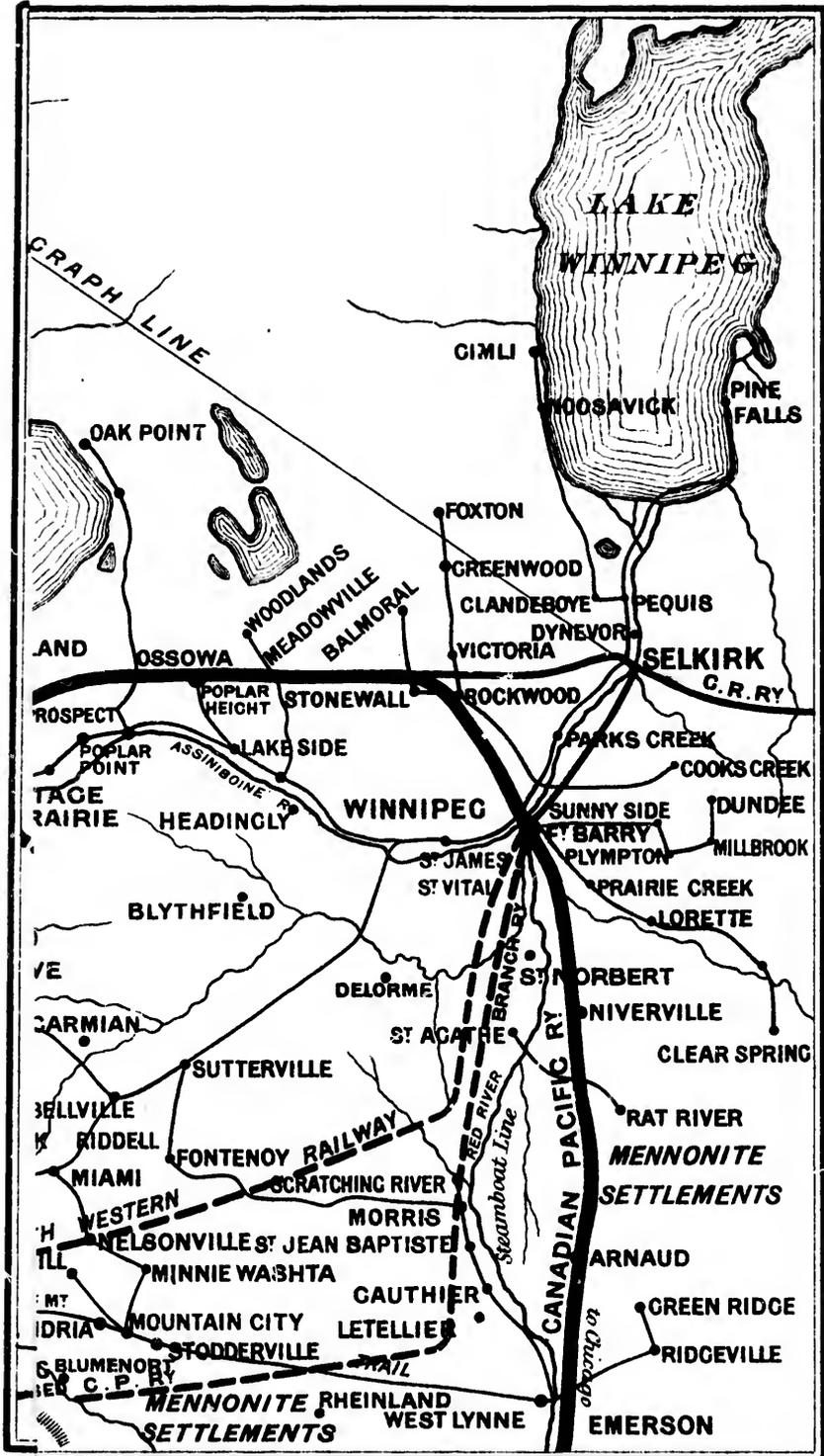
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**ENLARGED SKETCH MAP OF  
MANITOBA,  
SHEWING NEW TOWNS, VILLAGES,  
AND POST OFFICES.**





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## CHAPTER III.

### THE PROVINCE OF MANITOBA.

THE surprise which I felt on first walking along the streets of Winnipeg and seeing so many tokens of progress and civilization was increased when I journeyed through the Province of which Winnipeg is the capital. I had read that the country was totally unfit for settlement. I had read that it was pre-eminently adapted for farming and that no other part of the Continent was a more desirable place of abode. Indeed, few regions of the world have been the subjects of greater controversy than Manitoba, the Prairie Province of Canada. It has had many indiscreet eulogists and as many unscrupulous defamers. If the former are right, the Province must be an Earthly Paradise; if the latter set forth the whole truth, it must be the counterpart of Dante's *Inferno*. Though the discussion as to the advantages or drawbacks of this place has been

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especially keen and persistent of late years, yet the difference of opinion concerning it is of old date. Since the Hudson Bay Company received their charter from Charles the Second in 1670, doubts have been expressed and uncertainty has prevailed as to the character of the region out of which this Province has been carved. The matter was carefully investigated by a Select Committee of the House of Commons in 1749 and again in 1857. Mr. Gladstone was a member of the Committee which sat in 1857 and he was not so ready as some of his colleagues to conclude that the officers of the Hudson Bay Company were justified in maintaining that the entire Canadian North West was unsuited for settlers and had been evidently designed by Providence to be a perpetual breeding-ground of wild beasts and a congenial habitation for wild Indians.

Sir George Simpson, who had been Governor of the Hudson Bay Company's territory during thirty-seven years and who had traversed every part of it, emphatically assured the Committee that the region now known as Manitoba was cursed with a poor soil, a variable and inhospitable climate and disastrous and frequent inundations. The Right Hon. Edward Ellice, speaking on behalf of the governing body of the Company in England, confidently asserted that

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the Red River district was no place for settlers and that the State of Minnesota, now so prosperous, was no place for them either. Sir John Richardson, the famous Arctic explorer, agreed with the officers of the Company in pronouncing the land utterly worthless for settlement; and he declared that he could not understand why any one should go thither except to prosecute the fur trade. He made a statement which caused an impression on his hearers but which seems very strange to me. It was to the effect that the vine does not grow naturally on the North American Continent to the north of 43 degrees of latitude. Now, I have eaten and plucked grapes on the banks of the Red River to the north of the 49th parallel of latitude, and I have drunk wine made from wild grapes grown on the Assiniboine River at the 50th parallel. When men of experience and eminence like Mr. Ellice and Sir John Richardson made such extraordinary mistakes as to matters of fact relating to this part of the country, it is not to be wondered at if they grievously erred in matters of opinion. In truth, many of the facts and opinions current about Manitoba have been either palpable fictions, or absurd blunders.

The Province of Manitoba occupies the centre of North America, being equidistant from the

pole and the equator, the Atlantic and Pacific oceans. Its area when formed into a Province was 14,310 square miles; since then its boundaries have been extended and it now covers 120,000 square miles. In Canada the Provinces of Quebec and British Columbia are the only two covering a larger area than Manitoba, while in the Union two States only, Texas and California, are vaster than it. Yet Manitoba covers but a fraction of the Canadian Far West, there being ample space therein out of which to carve fifteen other Provinces of the like extent. Its peculiarity and advantage consist in the fact that settlement there is of an old enough date to enable its capacity for producing food and affording pleasant homes to the landless to have been thoroughly tested. When I visited it in 1878 for the first time the novelty of the scene fell short of my expectation. I had been accustomed, in common with many other persons, to regard it not only as outlandish and inaccessible, but as a region where life must be spent under even less favourable conditions than in those remote parts of the Far West with which I was acquainted. With a feeling of amazement, then, I discovered throughout Manitoba innumerable indications of a long-settled and well-governed country. Many of the farms which I visited had

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an antiquated look which produced a striking impression. I had expected them to resemble other Prairie farms, which appear as if they had just been established, or were on the point of being abandoned, everything about them being unsubstantial and unfinished. The rude dwelling-houses seem intended to serve a temporary purpose. No trim gardens give evidence of long residence and the expenditure of leisure time. An unenclosed plot of ground, in which cabbages or potatoes are struggling for existence among a mass of weeds, is the only attempt at gardening to be seen on a new prairie farm. The fields bear testimony to the haste with which the settler has striven to grow and garner a crop. He has sown the seed before the land has been wholly reclaimed from its wilderness state, caring nothing about appearances so long as he can harvest a quantity of grain sufficient to repay his outlay and to leave him a surplus wherewith to feed himself and his family. Tidiness is not the forte of a prairie farmer.

In Manitoba, however, many prairie farms have as finished and comfortable a look as any in Great Britain. An enclosed garden, filled with flowers and vegetables and free from weeds, is attached to most of them; the fields are in excellent condition; the dwelling-house seems built to last

and to afford a comfortable shelter; an air prevails which can best be rendered by the epithet home-like. This was not what I had come so far to see. Yet, if I had pondered more carefully the history of the country, it is precisely what I ought to have expected. It is a common but an entire mistake to regard Manitoba as a region of the globe in which farming is an experiment. The truth is that farming has been practised there on a considerable scale and with remarkable success since the year 1812.

At the beginning of this century the problem of how to deal with the poorer Highlanders caused much anxiety to philanthropists and statesmen. The semi-patriarchal state in which the Highland clans had lived was a thing of the past, and there appeared to be no place for the members of these clans in the new state of things. Shortly after the bloody suppression of the rebellion of 1745, many Highlanders emigrated to North America. Expatriated Highlanders constituted the bone and marrow of the colony which General Oglethorpe conducted across the Atlantic in order to found what is now the State of Georgia. Others had chosen North Carolina as their dwelling-place, and, siding with Congress in the war of Independence, they proved themselves sturdy and dauntless soldiers in battle

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In the introduction to Scott's *Legend of Montrose* an account is given of Sergeant More M'Alpin who, having served his time in the army and been discharged with a pension, went back to his birthplace in the North of Scotland and found that a single farmer occupied the ground where two hundred persons had lived in his boyhood. He meditated following them to Canada and settling in the valley which they had called after their native glen. Lord Selkirk persuaded some of these evicted Highlanders to unite in founding a colony on the banks of the Red River of the North. He had become Chairman of the Hudson Bay Company and he had acquired a tract of land covering 116,000 square miles, whereon he wished to form a settlement. In the spring of 1811, a party of Highlanders, the majority being natives of Sutherlandshire, embarked at Stornaway and sailed for York Factory on Hudson Bay. It was autumn before the party reached York Factory, and the land journey to Fort Garry, on the Red River, could not be begun till the following spring; the emigrants did not reach their destination till the autumn of 1812. The weary and dispirited Highlanders found that they were expected to fight as well as to farm, hostilities being then in progress between the Hudson Bay Company and the North-West

Fur Company of Canada and they were told that, if the latter Company were victorious, they would be deprived of the land which they had bought. So hard did their lot seem that they resolved to quit the country, and they had actually started in 1816 when, on Lord Selkirk appearing with a fresh band of emigrants, they agreed to remain. Their descendants in the third generation are now successful and prosperous farmers, and it was their farms which struck me as very different from the Prairie farms which I had seen elsewhere. Their experience demonstrates how fertile the soil is along the Red River Valley.

I visited farms in the parish of Kildonan where wheat had been sown and where crops had been reaped for sixty years in succession without manure being applied. Indeed, the Red River farmers have long regarded the natural fertilizers of the soil as an incumbrance of which they try to rid themselves with the least possible trouble. Their habit was either to cast manure into the river or else to build out-houses in such a way that it might fall down and be no more seen. When this region passed from under the jurisdiction of the Hudson Bay Company and became a Province of Canada, one of the earliest legislative enactments provided that the farmer who polluted a river with manure should pay a fine of \$25, or

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else be imprisoned for two months. Even now it is more common to collect the manure in heaps than to strew it over the land. The only fertilizer added to many fields is the ash from burned straw. I often saw the straw, remaining after the grain had been thrashed, set on fire as the quickest way to dispose of it. However, as the country becomes more thickly peopled, straw will be taken to market and sold for money instead of being converted into ashes.

That a piece of land should bear wheat for three generations in succession is extraordinary, but that the yield at the end of that period should amount to 25 bushels an acre is more extraordinary still. On virgin soil the yield is enormous. The best evidence on this head, because it is perfectly authentic, is that furnished by Mr. Senator Sutherland, a native of the Province, to a Committee of the Dominion House of Commons in 1876. Mr. Sutherland then said that he had "raised 60 bushels of spring wheat per acre, weighing 66 lbs. per bushel, the land having been measured and the grain weighed carefully. I have also received reliable information to the effect that 70 bushels of wheat have been produced from 1 bushel of wheat sown." Another interesting fact rests on the same trustworthy authority; this is the abundance of grass and

cheapness of hay. The prairie grasses, of which there are six varieties in this Province, contain much nutriment; they can be converted into hay at the cost of \$1 a ton. These wild grasses often grow to the height of 5 feet; the yield of hay is as much as 4 tons an acre.

While the descendants of the original settlers are living in comfort, the new-comers are prospering also. They have to struggle against certain drawbacks as is the lot of all prairie farmers; in their case, however, it is emphatically true that patience and perseverance have their reward. I conversed with many of the later settlers. One of them was a very intelligent man who had emigrated from the North of Ireland to Ontario fifteen years ago and who had migrated to Manitoba a year before I saw him, being induced to do so because the return from his farm did not keep pace with the increase and the demands of his family. His flock of a dozen children gave him no concern in his Manitoba home. His eldest daughter had found a good place at a liberal wage in a clergyman's household, while his crops were so abundant that he could easily feed all the mouths dependent upon him and lay something aside for the future.

He had but one fault to find with the country, and he was not singular in his complaint. The

violence of the thunderstorms appalled him. I was not surprised to hear him say this. I have had some experience of thunderstorms and I am prepared to maintain that those of Manitoba are so terrific as to be beyond all rivalry. In Ontario the flashes of lightning are more vivid and the peals of thunder are far more resonant than in England, but a Manitoba thunderstorm is to one in Ontario what one in Ontario is to one in England. When Manitoba is visited with such a storm the rain falls as if the windows of heaven were open, the thunder crashes as if the celestial combat imagined by Milton were at its height, the lightning fills the air with sheets of dazzling brightness athwart which dart tongues of flame. The air is so charged with electricity that the simplest operation reveals its presence. It can be made manifest by merely combing one's hair. At times it appears in a startling fashion. The Earl of Southesk records in the narrative of his travels here that, when about to wrap himself in a fur robe, "a white sheet of electrical flame blazed into his face, for a moment illuminating the whole tent."

The Manitoba farmer who reaps fabulously large crops can afford to bear the discomforts of occasional thunderstorms of exceptional violence. When locusts, or grasshoppers as they are here

called, visit the country they cause greater uneasiness because they occasion far greater loss than all the thunderstorms. This plague is not peculiar to Manitoba; it is dreaded by farmers in the Western States from Minnesota to Colorado. At Denver, the capital of Colorado, I once saw a flight of grasshoppers, resembling a scintillating brown cloud, pass over the city, and many were the speculations among the onlookers as to the part of the State on which it would descend and work destruction. The settlers in Manitoba have suffered less from this pest than their neighbours in the United States. Since the first settlers came here in 1812 the grasshoppers have appeared thirteen times, whereas they have visited the State of Minnesota six times since 1855; in the former case the visitations having been thirteen during sixty-eight years and in the latter, six during twenty-five years. The Indians welcome grasshoppers; they catch, roast and eat them and pronounce them very good. Happily for the farmers, who prefer bushels of grain upon which they can live, to bushels of grasshoppers which devour their crops, the voracious insects are not regular visitors. As many as thirty-five years have elapsed between their successive appearances. Moreover, the farmers are better able now to ward off their ravages than they were in bygone days.

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Grasshoppers are an infliction which is not very frequent nor very greatly feared; the spring floods are annual torments for which no remedy has yet been adopted. They cause the farmer much annoyance and serious loss. The deposit left upon the land which has been inundated frequently lessens its fertility for a season. There is a remedy which would cure all this, or better still which would prevent the mischief altogether. A lightning-rod guards the farmer's house and barns from injury by the electric fluid. A proper and general system of drainage would shield his fields from the destroying flood when the snow melts in the spring and the streams are swollen to a great height. The Government of the Province have a comprehensive scheme of drainage in contemplation. If it were carried out and if it proved effectual, the wealth of the Province would be vastly augmented, the waste now produced by the floods being incalculable.

The Red River cart is a relic of Manitoba in the old time which is destined to follow the buffalo and be seen no more. Indeed, it cannot outlast the buffalo, because buffalo hide is one of the chief materials used in its construction. The cart is entirely made of wood and buffalo hide, no metal being employed or required in its construction. It was an ingenious device of the first settlers who, having no iron at their disposal, had

to contrive to dispense with it. Such a cart costs \$10; it is light as well as cheap, and a heavier load can be drawn in it by an ox over the soft prairie than in a cart of another build. With one of these carts carrying a load of half a ton, a yoke of oxen, a plough and a few other implements, the Manitoba farmer is equipped for tilling the soil. Farming on the prairie is very different work from farming in the backwoods of Canada. It has been aptly and truly said, "Where the Ontario farmer ends, the farmer of Manitoba begins." The latter has merely to plough the prairie, sow the seed and wait till his grain is ready to be reaped; he has neither trees to fell, nor land to clear.

Any citizen of the British Empire can get a farm in Manitoba on very easy terms. The Canadian Homestead Act provides that he may secure 160 acres of land on paying an office fee of \$10, living there three years, erecting a dwelling on it not less than 18 feet long by 16 feet wide, and cultivating a part of the land. On complying with these conditions, he becomes the absolute owner of the land. His task is not hard. He may grow a crop the first year of occupation which will reimburse him for all his outlay. Should he have cattle, they can graze free of cost on the prairie grass and be fed in winter on hay which he obtains for the trouble of cutting and

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curing it. In order to succeed he must start with capital; the minimum sum which he ought to have on beginning to farm is \$500; the larger his capital the greater his chance of success. In any case he must make up his mind to endure some privations, to eat very plain food, to sleep little and work very hard. Should he be diligent in toiling with his hands, he may count upon being in comfortable circumstances at the end of five years and a rich man at the end of ten. The fault will be his own if he fail. Nature has done everything for the Manitoba farmer that nature can do for any farmer, and it rests with him to do the rest. The Manitoba farmers whom I visited and with whom I conversed are so conscious of this as to indulge but seldom in the grumbling which is the failing of the farming class. I found them more ready to express thankfulness than to find fault. It was their rule to use nearly the same form of words in which to convey their reply to my question as to what they thought about the country as a whole, the phrase being "Manitoba is the finest land that God's sun ever shone on."<sup>1</sup>

<sup>1</sup> Among the many pamphlets, Blue Books and works relating to Manitoba which I have read, none contains a more interesting and valuable account of its early history than a book entitled *Red River*, by Mr. J. J. Hargrave, published at Montreal in 1871.

## CHAPTER IV.

### MENNONITES AND ICELANDERS IN MANITOBA.

THE emigration of the Mennonites from their Russian homes near the Sea of Azoff to new ones near the Red River of the North, is an interesting fact in contemporary history. These Mennonites are German Protestants who reject infant baptism, who will not bear arms or take an oath. Their ancestors took refuge in Russia a century ago because they were not allowed to practise their religion in Western Prussia. They found an asylum in Russia where the edicts of successive Emperors allowed them to till the soil and live in peace. It was decreed, however, that the immunity which they had enjoyed from military service should terminate in 1871; hence, they had either to submit to the conscription or leave the country. The majority chose the latter alternative.

A large number of Mennonites emigrated to the United States, settling in Nebraska and Kansas.

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A small body went to Brazil, suffered much and returned to Russia after undergoing great privations and after being the objects of English charity during their stay at Southampton, on returning from Brazil, and till permission to re-enter Russia was granted. While the exodus was in progress, Mr. Hespeler was commissioned by the Canadian Government to proceed to Russia and suggest to the Mennonites that Manitoba would be a suitable place for them. A few Mennonites had settled in Ontario, had prospered, had grown rich and were disposed to succour their unfortunate brethren in the dominions of the Czar. They agreed to become sureties to the Government of Canada for the repayment of any sum which it might be necessary to advance to the Russian Mennonites by way of loan. The amount lent by the Government was \$80,000, at 6 per cent. interest, repayable in eight years.

Before deciding to leave Russia for Canada, the Mennonites sent three agents to survey the land and empowered them, if satisfied with it, to select a tract for settlement. These agents reported very favourably of Manitoba, and they chose two places one to the East, the other to the West of the Red River, as suitable for their brethren. The Canadians were not impressed with the penetration of these agents, because the

land which they deliberately selected seemed far inferior to other land which they might have had. When the main body of the Mennonites arrived at the Red River about five years ago, they had much to endure. They had to encamp on the open prairie in the cold winter months. Water was scarce and trees were few in number. They dug wells and met the first difficulty; they built houses of sun-dried brick and overcame the second and, what was still more wonderful, they heated their dwellings and cooked their food with fires made without wood or coal. I mentioned in a previous chapter that the early settlers had a habit, which they bequeathed to their descendants and from which the latter are not yet weaned, of burning the straw in their fields and casting their manure into the river. The Mennonites carefully save both. They thatch their houses and barns with part of the straw; the remainder they mix with the manure, press the two together and cut the mass into cakes, which serve admirably as fuel to burn in their clay-built stoves. These stoves are so arranged that three sides of each form parts of three rooms, thus distributing heat over the greatest surface and economizing fuel.

More cosy dwellings and better arranged farm offices than those of the Mennonites are not to be found in Manitoba or in the Canadian Far West.

The furniture is plain but substantial, and well adapted for its purpose. It is the handiwork of the people themselves. They employ their leisure in carpentry during the frost-bound winter months. The men think it as absurd not to make their own chairs and tables, their writing-desks and chests of drawers, as the women consider it inexcusable not to suckle their infants and make the clothes used by their families. It is the custom of both sexes to buy anything which they can fabricate for themselves. They are thoroughly practical Christians; they hold that their duties to themselves and their neighbours consist in dressing plainly, being diligent in business and rendering to every one his due and no more. They are ready to help those who help themselves; but they will not lend a hand to keep the idle by nature in a state of blissful indolence. The men are farmers from choice. No drones are suffered to remain in their community. Every one in sound health is obliged to labour with his hands or to pay the penalty of starving. A clergyman toils in the fields during the week and ministers to the spiritual wants of his flock on Sundays. Nor is the schoolmaster exempted from manual labour during seed-time and harvest; the rest of the year he is permitted to teach the children. The women have to labour as hard and as un-

remittingly as the men. No distinction of sex is made when a field has to be weeded, a house plastered, seed sown or cattle tended. All who can use their hands are obliged to do so when the occasion arises.

The Mennonites will not fight on any provocation. They will not take an oath whatever the consequences. They will not go to law if they can possibly help it, and they carry their independence to such an extreme that each one acts as his own physician without thinking that he is chargeable with folly. They can the more easily dispense with drugs and doctors because they enjoy exceptionally good health. The country and the climate suit them. I was told by those whom I questioned on the subject that, in Manitoba, they had far less sickness, especially among the children, than in Southern Russia. They are temperate; but they are not water drinkers on principle. They relish a glass of whiskey and still more a glass of brandy if they can enjoy it without payment. Their chief objection to strong liquors consists in having to pay for them. They also delight in a pipe, if tobacco be supplied to them gratis.

I spent a night in one of their settlements; I visited many of their farms; I conversed with several of them in their own tongue. It is a

proof of their innate and intense conservatism that they have preserved their German speech till now. It is doubtful whether they will not be driven to speak English as well as German and, in time, to speak English exclusively. In Russia they had no temptation or inducement to learn the language of the country. They were a comparatively educated body placed among an ignorant and, in their estimation, an inferior race. If the Russians by whom they were surrounded wished to converse with them, they held it to be the business of the Russians to acquire their language. Now the tables are turned. They find it necessary to learn English in order to do business with their neighbours, these neighbours not caring to take any trouble for the purpose of being able to converse with them. Whereas in Russia they looked down with contempt upon their ignorant neighbours, in Manitoba they recognize that their neighbours are better educated and far more advanced in the ways of the world than themselves. The agricultural implements which they saw in Canada were as much superior to those which they had used in Russia as a railway train is to a stage coach. They felt that the people who made and employed such improved ploughs, thrashing machines and harvesters must be infinitely their superiors. They showed their tact and good

sense, not only in recognizing this, but also in buying the novel implements of agriculture wherewith to cultivate the soil.

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Their satisfaction with the soil and climate is expressed without reserve and in the strongest terms. Each of those to whom I addressed a question on this head informed me that the soil of Manitoba was more fertile, that the yield of grain was larger, that the quality of the grain was better there than in Southern Russia, while the climate, especially in summer, was far superior. Some of them waxed enthusiastic when speaking of their Canadian home. They have nothing to complain of. The Canadian Government have pledged themselves to respect the religious scruples of the Mennonites. The Mennonites, on the other hand, desire nothing so much as to be left in the undisturbed enjoyment of what they style "a beautiful, a heavenly land." Their feelings are manifested in the names given to their villages, these being "Schönthal," "Blumenort," "Schönwiese," "Rosenthal," signifying Beautiful Valley, Flowery Spot, Beautiful Meadow, Rose Valley.

Though the Mennonites possess many virtues and make excellent settlers in a new country, they are yet far from being model citizens. Their very virtues are not easily distinguishable from vices. They are as avaricious and niggardly as

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French peasant proprietors. They are morbidly suspicious of persons who do not belong to their body and, when dealing with strangers, they drive bargains which are so hard as to verge on sharp practices. To get money is their chief aim in life, and their whole enjoyment consists in labouring for that object. Like other assiduous cultivators of the soil, they allow their minds to lie fallow. They can read and write; indeed, they would be ashamed of being unable to do both; but they consider it no reproach to be indifferent to literature other than school-books, hymn-books and the Bible, and never to look at a newspaper. They are utterly heedless as to the affairs of the world, so long as they can reap their crops and make a profit by selling their produce. If they learn what is the market price of what they have to sell, they have learnt all the current information which they care to possess.

Even the charity of the Mennonites has its dark side. The poorer brethren are assisted by the richer, but the richer take care lest the poorer should be so well paid as to grow independent and make their own terms. Rich Mennonites are thoroughly convinced of the advantage of employing cheap labour. Their astuteness as a community is sometimes carried far beyond permissible limits. I was present when the heads of one of

their Municipalities were taken to task for the following conduct. In common with others in the Province, this Municipality had received \$400 from the Provincial Government to be applied in drainage. The grant was accepted by the Municipality in question, but nothing was done in draining the land. Unless each Municipality did its duty, the effect of the work would be impaired. The result of investigation was to show that the Mennonite Municipality had expended \$75 in buying two drainage ploughs which were carefully stored away, and had lent the rest of the sum at interest to a member of their own body.

It is the desire and hope of the Mennonites in Manitoba to live apart from their neighbours and to preserve their own speech and customs as they did in Russia. There are many places on the North American Continent where colonies have been established which have preserved most of the characteristics of their founders. In Nova Scotia and Ontario there are German settlements; in New Brunswick there is a Danish settlement; in Ontario there is a Highland settlement; in many parts of the country there are French settlements. But these settlements are chiefly characterized by two languages being spoken by the people; those among them whose ancestral tongue is German, Gaelic or French learn English also and the fact

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of the people speaking two languages is the chief, if not the only distinction between them and other Canadians. Every year the possibility of remaining a class apart is more difficult owing to the increase of intercommunication. The present generation of Mennonites may practise all the exclusive rules to which they have been accustomed and their ignorance of English will render it easier for them to resist any external influence which might cause them to modify or alter their views and habits. Their children will assuredly succumb to these influences. They are learning English and they will acquire ideas which must alter their mode of life. Moreover, the Mennonites are making money more rapidly than they ever did before and the sons of rich parents may cease to labour with their hands as their forefathers have done for generations. It is to be hoped, however, that they will preserve some of their simple tastes and all their domestic virtues. The Mennonites have taught the Canadians many lessons, and they have learned much in return. The progress of their community deserves to be watched with interest. As tillers of the soil they have no superiors. As pioneers in subjugation of the wilderness they cannot be rivalled. Their gospel of labour is sound and profitable doctrine for settlers in the Far West, and it is their merit to practise it with diligence

and zeal. As Lord Dufferin remarked in an admirable speech delivered when visiting their reservation, they are useful recruits and comrades in a contest waged with Nature where no blood is shed or misery wrought. Yet the war "is one of ambition, for we intend to annex territory, but neither blazing villages nor devastated fields will mark our ruthless track; our battalion will march across the illimitable plains which stretch before us as sunshine steals athwart the ocean; the rolling prairie will blossom in our wake, and corn and peace and plenty will spring where we have trod."

## II.

Fifty-six miles northward of Winnipeg is Gimli, the Capital of New Iceland. The territory set apart for the Icelanders covers 27,000 acres; the population did not much exceed 1029 at the close of 1879; about 500 Icelanders of both sexes were scattered over the Province, the men working on farms, the women as domestic servants. Lord Dufferin was an enthusiastic advocate of immigration into Canada from Iceland. He had learned from personal observation how hard life was in Iceland itself, the people there existing as he phrased it "amid the snows and ashes of au

arctic volcano." The first Icelandic settlement in Canada was made in 1875 near Burnt River in Victoria County, Ontario. The spot reminded the Icelanders of their native land far too well, the chief product of the locality being rock. It was then resolved to offer them a tract of land in the Far West on the shore of Lake Winnipeg, provided that they would remove thither and induce their countrymen to join them. The removal was effected the following year and as many as 2000 took up their abode near Lake Winnipeg, an inland sea as long as England and not less abundantly stocked with fish than the salt ocean around Iceland. Immediately after arriving, small-pox broke out among them and they were subjected to a species of quarantine; they complained of being kept too strictly isolated and that intercourse with the rest of the world was forbidden them long after all risk of contagion had ceased.

Perhaps no settlers in the Far West have had more difficulties to surmount than these Icelanders; certainly, none have found anything so strange and unlike what they had seen before. As Lord Dufferin justly remarked, the business of the Canadian settlers is to fell wood, plough fields, make roads; these Icelanders, however, had never seen in their native isle, a tree, a cornfield or a

road, and they were ignorant of the very elements of agriculture. It is highly creditable to them that they have learned very quickly how to cultivate the soil, the neat gardens round their comfortable houses being pleasing tokens of their progress. They have been successful in rearing cattle and they have now added beef to their dietary; formerly they lived entirely on fish, vegetables and bread. I am not sanguine, however, about the hopes of the promoters of the settlement being realized. Immigration from Iceland does not continue. For a time the desire of the Icelanders to persuade their brethren at home to join them was so marked that Mr. Lowe, Secretary to the Department of Agriculture, informed a Committee of the Dominion House of Commons, "almost every settler in New Iceland appears to be an immigration agent." The great changes which these Icelanders have undergone appears to have created in their minds a longing for further change and fresh wandering. Some of them have proceeded to the United States and those who remain are not satisfied with their lot. They are a good-tempered and harmless race, they make excellent servants, but they appear lacking in the qualities which constitute successful colonists.

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## CHAPTER V.

### THE NORTH-WEST TERRITORIES.

“Go west, young man, and grow up with the country,” was the pithy, sensible and often-quoted advice which Horace Greeley gave to such of his countrymen as were unable to get suitable employment in the Eastern States of the Union. The result has been to people the Western States with men who find it easier to grow rich there than in the place of their birth. What the younger citizens of the United States have been doing for many years back, the young Canadians are doing now. They, too, have a Far West which is as rich in golden opportunities as that which used to be regarded as the most favoured part of the North American Continent. Large and important though Manitoba undoubtedly is, there is a region beyond it still larger and still more attractive. Many persons fancy that Manitoba is far enough west, yet others regard it as on

the threshold of the new and marvellous country for which they are bound, and they treat it as a mere halting-place in their journey towards the setting sun.

When the Canadian Pacific Railway is finished and open for traffic the journey westward through Manitoba will be an easy one. At present it is tedious and trying. During a part of the year there is communication by water between Winnipeg and Portage la Prairie, 70 miles to the west, and it is also possible to go in a steamer as far as Battleford, the Capital of the North-West. But the more general mode of travel, and the one which will be followed till the railway can be used is for travellers thither to start in a light spring waggon, carrying a tent and other encumbrances in view of the probable necessity of having to camp out. The traveller and the emigrant do not require long experience of Manitoba to thoroughly understand its greatest drawback, the absence of good roads. The word road has seldom a place in the language of the people, the common expression to designate the pathway between two places being "trail." It may be said, indeed, that each traveller makes his own road. If he be aware of the direction which he ought to follow, he chooses the part of the prairie where the ground is best fitted for driving. Nothing is

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easier than to drive over the stoneless and springing turf of the virgin prairie and, if the traffic be not too great, an excellent "trail" is made by the passage of successive vehicles. But, when the traffic is heavy and continuous and holes are formed in which water settles and the soft mould resembles a mass of tenacious mud, then following the "trail" is a weariness to the flesh of man and beast. The roads of Manitoba must have much in common with the famous roads in the Highlands before the advent of General Wade.

When England was supposed to be the land of mirth and song, the persons who regard those bygone days with regret would feel themselves disenchanted if they were suddenly transplanted to the gold age of their dreams. English roads were then in much the same state as those in Manitoba now. The Slough of Despond through which Bunyan makes Christian struggle at the beginning of his heavenward pilgrimage to the Celestial City, was doubtless copied from something which he had seen near Bedford. No clearer or more accurate representation of a Manitoba "slew" has ever been furnished than that which Bunyan wrote by way of illustrating the obstacles which Christian had to face and surmount at the outset of his journey. Christian

had but one to cross, whereas the pilgrims bound for the Canadian North-West have to cross hundreds. The stoutest-hearted emigrant who has resolved to settle on the Saskatchewan River and who has begun what he considers the last stage of his journey at the Capital of Manitoba, has felt his courage and confidence fail him long before he has reached the first town of importance. Between Winnipeg and Portage la Prairie the mudholes are so many and so difficult to cross that, if they had intercepted Christian's path, he would inevitably have returned in despair to the City of Destruction. Many emigrants have seen them and turned back in dismay. Some explorers of the land have done likewise. One of the latter warned me against making an attempt which must end in failure, if not in the fracture of my neck. It is simply impossible to depict the difficulties caused by those "mudholes;" as difficult is it to persuade the new comer that the "mud" which he regards with horror and disgust is the finest alluvial soil which can be found anywhere. It is no uncommon occurrence for a train of freight waggons, bound westward, to be detained several days in the "mudholes" which intersect the beaten path a few miles to the west of Winnipeg. The emigrants who have surmounted these obstacles to their progress and who remain con-

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fidest of ultimate success are the persons who not only deserve success but reap it.

An emigrant who has made up his mind to seek a new home in Manitoba can easily prepare himself, before leaving home, for what he must encounter on the way to his homestead in the Canadian Far West. Let him practise crossing a newly-ploughed field for hours together with a horse and cart and pitching a tent at the end of his journey. Let him arrange so that there are frequent ponds in the field, these ponds being at least five hundred yards in width, having an average depth of four feet and a muddy bottom. If he be not disheartened by exercise of this kind he is well qualified for starting on a trip to the Canadian Far West during the wet season. He may be agreeably surprised at other seasons by finding the roads in a very different condition. In the autumn they are sometimes as dry and hard and smooth as a road paved with asphalt. During the winter months they are always good, for then the hard frozen snow covers the prairie and any vehicle in the form of a sledge skins over it as easily as a train runs along a line of rails.

The emigrant or traveller who is prepared to camp out will find life on the prairie far less unbearable than if he depend for shelter at night in a settler's hut. It is trying to toil along the miry

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paths over which thirty miles are all that can be conveniently passed between sunrise and sunset, but the accommodation at the few stopping-places on the beaten track is quite as great a trial to the fastidious wayfarers. These prairie hotels are the rude log-houses erected by settlers who add to their incomes by entertaining travellers. They are commonly 18 feet long by 16 feet wide and are divided horizontally into two parts. On the ground floor is the place where the family and the visitors sit and take the meals which are cooked in a stove at the one end, the stove serving the double purpose of heating the house and affording the requisite facilities for cooking. In the upper story the occupants of the house pass the night. The food is plain and simple enough to satisfy the greatest foe to high living, consisting of fried salt pork, bread, potatoes and tea. Eggs and milk are luxuries rarely obtainable. Why the settlers do not rear poultry or keep cows is a question which I cannot answer. A few of them add to their incomes, not only by entertaining the strangers who present themselves, but also by levying a toll upon their vehicles. If a stream near their dwellings be difficult to ford, or if the "trail" be in good condition over their land, they construct a rude bridge across the stream and make the persons who use it or who pass over

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their land pay 25 cents each. I found that some of these astute men put as much as \$50 weekly into their pockets by so acting. The emigrants curse these imposts, but they have either to pay them or submit to serious inconvenience. The Government ought to see that the roads are kept in better order and that they are free to all who pass over them. I was told that the Provincial Government are awakening to their duty in this respect. If they give effect to their praiseworthy intentions, many a settler who has to travel over the prairie to his homestead, and to whom every dollar is precious, will grumble less about a matter which ought never to have formed one of his troubles.

When I left Winnipeg for the Far West, the first place at which I halted for the night was Whitehorse Plains where Mr. House combines farming with innkeeping. He has been twenty years in the country and he likes it very much. He regrets the good old days when game was plentiful, life was easy, when the settlers were few in number and hunters were in the majority. The road between Winnipeg and Portage la Prairie, the first place of any importance on the Western road and about 70 miles distant from the Capital, is worse than in any other part of the country I have visited. The population of Portage is 1200. It is the most westerly place

visited by Mr. Pell and Mr. Reade, the representatives of the Royal Commission on Agriculture, during their scamper through Manitoba. I found that these gentlemen had made a deep impression upon those with whom they came into contact. It was admitted that, if they saw but little of the country, they were assiduous in rigorously questioning everybody they met. Both gentlemen expressed themselves greatly struck with what they saw and both admitted that Manitoba was a wonderful land. Mr. Reade embodied his feelings as a British farmer in terms which were certainly emphatic. Being asked what he thought of the country, he replied that he regarded it in the same light that a lamb does the butcher. It is impossible to view the vast expanse of land covered with crops of wheat and of a still larger area of as good land still uncultivated without arriving at the conclusion that the Manitoba farmers, who pay no rent, are dangerous rivals to British farmers who both pay rent and obtain a far smaller return for their labour. The average yield of wheat here is thirty-five bushels an acre. If the land were farmed with as much care as is the rule in Great Britain, the yield could be nearly doubled.

The Hudson Bay Company have a store at the western division of Portage, under the care of

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Mr. Gigot. I found him a well-informed and most courteous gentleman of German origin. I learned from him that the supply of furs has not yet fallen off. He told me that some wild animals are more plentiful now than before the arrival of so many settlers; he explained this by saying that these animals have always been more numerous in particular years and that the last two years are remarkable in this respect. Moreover, the hunters use more effectual weapons for killing them than in bygone days, so that the return is necessarily larger. It is obvious, however, that the fur-bearing animals which still abound here must disappear before the advance of civilization.

I shall not mention in detail all the places at which I halted during the ten days that I journeyed through the North-West Territory. The farthest point I reached was Rapid City which, by the devious route I followed, is 200 miles to the west of Winnipeg. The weather was very bad during a part of the time and those persons who have traversed the prairie in an open waggon when snow or rain is falling will not wonder that I curtailed my journey. I could not, then, visit the young and aspiring city of Gladstone in the township of Palestine, of which I saw a plan representing it to possess many fine buildings

and parks, but which, like other young prairie cities, doubtless looks most attractive on paper. Not far from it is the township of Beaconsfield which is less advanced than Gladstone city. In Beaconsfield there are only a few shanties and a post-office, whereas Gladstone has a population large enough to support a weekly journal, the *Gladstone News*.

Rapid City is situated on the Little Saskatchewan River and seems destined to grow in size and importance, being the centre of a splendid agricultural district. It was two years old at the time of my visit. I counted 54 houses and a saw mill, and I was told that the population numbered 400. A weekly journal the *Rapid City Enterprise*, after a life of six months, had just ceased to appear and the citizens were occupied in devising measures for supplying a successor to it. A young Canadian journalist arrived at the same time as myself, his purpose being to make an arrangement with the citizens. It was agreed that he should receive a bonus of \$500, an office rent free and a lot of land in a good situation, in the event of his publishing a journal for twelve months. The citizens were well pleased with the success of the Show of the Rapid City Agricultural Society, the first which had been held and one which they were glad to think was far better than

the first held in the City of Winnipeg. A thousand visitors came to see the sight and the articles exhibited were highly creditable. They comprised all those commonly seen at Agricultural Exhibitions and some which would not be found at such an Exhibition in England. The latter consisted of articles manufactured in the locality and of needlework, prizes being offered for the best set of horse-shoes and the best pair of gentleman's or lady's boots, for the best panel door and window sash and the best pair of woollen socks and mitts, for the best rug or mat and the best sack of flour. All varieties of needlework, from plain sewing to the most elaborate embroidery, figured in the prize list. I thought it perfectly sensible to encourage local skill in all the cases where it can be turned to profitable account. When the railway is open the articles which have now to be made on the spot, will be made by machinery, and though brought from a distance, will be sold at a lower price than hand-made goods produced at home. It does credit to the managers of the Show that they offered a special prize to the Indians for the best display of agricultural products.

The land in the vicinity of Rapid City is rolling prairie interspersed with small lakes; the soil is lighter than that of Manitoba, yet it is not less

productive. Three miles to the South-West is "the English Reserve," a tract of land covering 12 miles square and chiefly occupied by immigrants from England. I visited some of the farms and I conversed with many of the settlers. Several had emigrated with too little capital, others had done so under the delusion that a knowledge of farming was not essential, and both those who had too little money and too little practical knowledge had found their task very severe. But I heard no other complaint than one to the effect that the country was too thinly peopled. All the practical farmers had done well, having reaped large crops and obtained good prices for their produce. The wheat was pronounced by an expert who accompanied me to be the finest he had ever seen. An Ontario farmer, who had been here a year only, was enchanted with the country. His seed sown in a shallow furrow on the wild prairie had yielded a vast increase. The root crops surprised him most of all, potatoes grown on the prairie sod averaging 2 lbs. in weight and turnips from 15 to 20 lbs. each. Some of the farms were very charming. One of 320 acres, obtained at the cost of 33*l.* by a Herefordshire farmer who had left England owing to the failure of his crops in 1879, was everything that any one could desire. A small lake lay in front

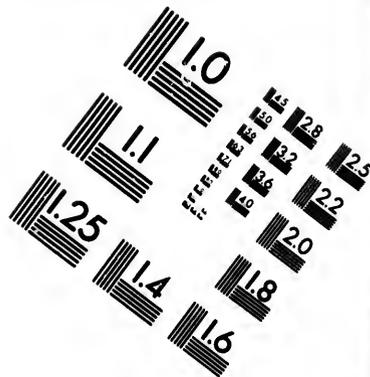
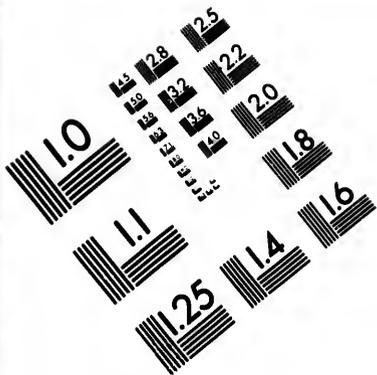
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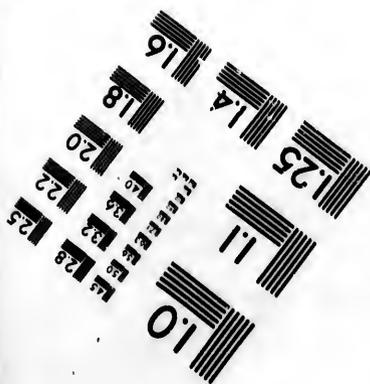
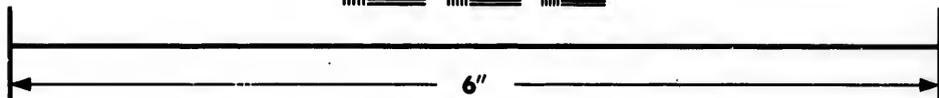
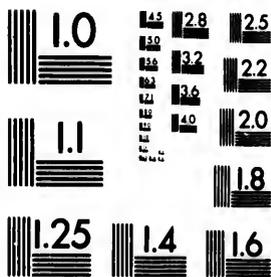
of the house; a few trees grew close at hand, about twenty acres had been sown with wheat, a smaller portion had been devoted to root crops. A small patch before the door had been sown with flower seeds brought by his daughter from the old home, and the sight of the flowers was as delightful to my eye as the large yields of grain and vegetables. More luxuriant mignonette I never saw before; the flowers were gigantic and the delicious perfume was not impaired by the size of the plants. I was so struck with these flowers as to carry away specimens, being convinced that they were as curious as any specimens of agricultural products and quite as striking testimonies to the goodness of the soil and climate. If the settler in Manitoba be not contented, he has but to migrate to the North-West Territories in order to find a still better farming country. There is plenty of room for all comers in these Territories; they cover more than two and a half million square miles. A low estimate of the finest land available for settlement shows that there is ample room here for a population three times larger than that of the British Isles.

The Hon. David Laird, Governor of the North-West Territories, was on a tour of inspection during my visit, and I had the gratification of much personal intercourse with him. He is a





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native of Prince Edward Island ; he admits that the fertile soil and pleasant climate of his island home are quite matched by those of the great country over which he is now placed in authority. He even thinks that Battleford, the capital of these Territories, is healthier than that of any other part of Canada. \*Though the attention of the world has been concentrated on this region owing to its reputed value for grain producing, yet, in Governor Laird's opinion, the region is even better adapted for rearing cattle. He described a tract of country not far from the base of the Rocky Mountains which has long been the home of the buffalo, and which is unrivalled for stock rearing ; it is 360 miles long by 100 broad ; it is covered with rich grasses, and the climate is so temperate that cattle can remain all the winter in the open air with impunity. Underneath the soil, throughout the whole of this tract, there are beds of lignite of the best quality, the lignite burning nearly as well as ordinary coal.

I was pleased to learn that the Indians are giving no further trouble than to make appeals for food when the season is unusually inclement. Some of these Indians are setting an excellent example to their brethren. When Governor Laird went to Battleford in 1877 he found a body of Crees, numbering 600, encamped there. He

persuaded them to leave a place where they had no right to remain, and to settle on a spot to the south which belonged to them. The Rev. Mr. Clark, a Church of England missionary, was labouring among these Crees. He had gained their confidence, and he induced them to begin cultivating the soil. He showed them how to set to work, and in 1878 they had good crops of potatoes. In 1879 they had crops of various sorts of vegetables and of some kinds of grain sufficient to provide for their wants, and leave them a surplus to sell. Other Indians are copying what the Crees have done, and it is probable that the experiment so successfully begun on a small scale will prove of inestimable benefit to the Indians as a body. They must cultivate the soil, be fed by the Government or starve. Year after year buffalo are growing scarcer. Once the Indians become habituated to tilling the soil, they will give even less trouble than they now do to the Canadian Government.

Out of consideration for the Indians and in continuance of the policy of the Hudson Bay Company, the sale and manufacture of intoxicants are absolutely prohibited throughout the North-West Territories. The Governor-General of the Dominion is alone empowered to give a licence for manufacturing intoxicants there, while the

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Lieutenant-Governor of the Territories may issue a licence allowing them to be sold or kept, under the condition of making an annual return to the Minister of the Interior of the licences issued and of the quantity and nature of the intoxicants to which they refer, that return to be laid before Parliament. Owing to attempts to defeat the operation of such an Act the definition of intoxicants is made to include every conceivable form of intoxicating beverage or solid substance, the words of the Act being: "The expression 'intoxicating liquor' shall mean and include all spirits, strong waters, spirituous liquors, wines, fermented or compounded liquors or intoxicating fluids; and the expression 'intoxicant' shall include opium or any preparation thereof, and any other intoxicating drug or substance, and tobacco or tea mixed, compounded or impregnated with opium, or with any other intoxicating drug, spirit or substance, and whether the same or any of them be liquid or solid." Though not himself a total abstainer on principle, the Governor has become one during his term of office on the ground that he could not well enforce the Act if he made himself an exception to its provisions. He is beset with applications for licences; indeed, the enforcement of the law against the use of intoxicants gives him more annoyance and labour than any other of his duties. He thinks the prohibitive system works well on the whole. Whether

it can be upheld when the country is more densely populated remains to be seen. The newly-arrived settlers complain bitterly about the Act. An English farmer's wife told me that she missed her glass of beer at dinner more than anything else, and that if she could enjoy it again, she would not regret having left her old home.

At present, the Governing body of the North-West Territories is nominated by the Governor-General in Council; provision is made, however, for the nominated being transformed into an elected body. Whenever any district of 1000 square miles contains a population of not less than 1000 adults, exclusive of aliens or unenfranchised Indians, the Lieutenant-Governor may proclaim it an Electoral District and desire the people to return a representative. Should the number of adults rise to 2000 then a second representative may be returned. When the Council shall consist of 21 elected members then it shall cease to be a Council and will become the Legislative Assembly of the North-West Territories. This transformation is now in progress and, when it is completed, it will be seen whether the people desire to continue the prohibitions as to intoxicants which are now imposed upon them by the Dominion Parliament.

## CHAPTER VI.

### THE CANADIAN FAR WEST.

It is a misfortune that the most widely-read descriptions of the vast and sparsely peopled region of Canada, extending from Lake Superior to the Rocky Mountains, chiefly relate to its appearance in the winter season. Hence the notion prevails that the "Great Lone Land" is an illimitable wilderness, covered with snow and intersected with frozen rivers over which people journey on sledges drawn by unruly dogs. All countries in the temperate zone have their winter, yet it produces a misleading impression to depict them as if the winter state were the normal one. I have seen snow lying thickly in sunny Provence and in the Riviera along the Mediterranean which is supposed to be an Earthly Paradise, and I have felt the cold more keenly there than I have done when Fahrenheit's thermometer indicated 20° below zero in the coldest part of the North

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American Continent. A lesson soon learnt, and not rapidly forgotten by the visitor to the part of North America where the winters are most severe, is that the position of mercury in a thermometer is no criterion of the cold experienced. So long as the air is still, any person warmly clad is almost insensible to cold. When the temperature is at the lowest point in Manitoba, it is the rule for the air to be absolutely still. At Pau, in the Pyrenees, the thermometer frequently falls far lower in winter than at Nice on the Mediterranean; but, as the atmosphere is so calm at Pau that, for days or weeks together, not a breath of wind stirs the withered leaves on the trees, the sensation of cold is much less than in the warmer but more agitated air of Nice. During a Canadian winter, the sky is clear and the sun shines brightly day after day, and hence, though the mercury may be very low and the indicated cold very great, the feeling is one not of depression but of exhilaration, and the fact of the cold seems to be forgotten. Admiral Sir George Back told a Select Committee of the House of Commons in 1857, that at Fort Reliance, near the Arctic Ocean, he had seen Fahrenheit's thermometer indicate  $70^{\circ}$  below zero. Being asked as to the effect of the extreme cold on himself and his party, he replied, "I cannot say

that our health was affected differently to what it would be in any other extreme cold; perhaps the appetite was considerably increased."

Professor H. Y. Hind, being questioned on the subject of climate by a Committee of the Dominion House of Commons in 1878, said, "The winter cold of Manitoba is greater than the winter cold on the coast of Labrador. But it is a dry uniform cold, and it is very far less inconvenient to the senses, or in any other way, than the moist cold of Labrador." Professor Bryce of the University of Manitoba, gives the following corroborative testimony: "The winters of the North-West, upon the whole, are agreeable and singularly steady. The mocassin is dry and comfortable throughout, and no thaw, strictly speaking, takes place till spring, no matter how mild the weather may be. The snow, though shallow, wears well, and differs greatly from eastern snow. Its flake is dry and hard, and its gritty consistence resembles white slippery sand more than anything else. Generally speaking, the further west the shallower the snow, and the rule obtains even into the heart of the Rocky Mountains. In south-eastern Ontario the winter is milder, no doubt, than at Red River; but the soil of the North-West beats the soil of Ontario out of comparison; and after all, who would care to exchange the crisp, sparkling, exhilarating winter of Manitoba for the rawness of Essex in South Ontario?"

A common mistake is to assume that what applies to one part of the Canadian Far West is true of the whole. No man can speak of the whole from personal knowledge. A great part has not even been explored. The extent of this territory is so vast that the mind cannot form a clear conception of it from statistics. To say that its area is 2,764,340 square miles is merely to set forth large figures. A clearer and more striking idea of the enormous expanse may be formed when I add that it is seven hundred thousand square miles larger than the German Empire, France, Spain, Italy and Russia in Europe put together. These countries support a population exceeding 186,000,000. In the Canadian Far West, the population, including Indians, is probably under 200,000. It is not thought an extravagant estimate to put the future population of this territory, when it shall have been rendered easily accessible, and when its advantages have exercised their full effect in attracting settlers, at nearly 100,000,000. Sanguine observers maintain that the country can support a population of twice that amount.

A territory so vast is exposed to varied natural conditions. The fauna and flora differ in different places; the soil is not everywhere the same, and the climate is as diverse as the soil.

Every hundred miles to the west of Winnipeg there is an increase in the temperature and, when the part is reached where the warm wind from the Pacific—the Chinook as it is called locally—makes its influence felt, the change in the climate is very marked. There the snowfall is light. Indeed, at the summit of the Yellow Head pass through the Rocky Mountains, snow melts as it falls. In the grazing-ground at the eastern base of these mountains cattle remain out all winter, finding their own food. Everything necessary for the sustenance of man is provided in this region. Farming or cattle-rearing is not the only industry by which wealth may be acquired. There is ample scope for the miner and even for the manufacturer. Beds of lignite and ironstone extend over hundreds of miles, so that a little enterprise is alone wanted for the establishment of iron foundries and factories of all kinds at the base of the Rocky Mountains.

I cannot too often repeat that farmers act unwisely in going to the fertile West, unless they can get their produce conveyed to market at a low price. If the price of grain be very low at New York or Liverpool, the farmer who is at the furthest point from either place is at the greatest disadvantage. The price which he obtains for his grain is lessened by the cost of carrying it to

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market, while his own outlay in growing it will be as great as that of a farmer who is within easy reach of the place of sale. It is certain that, if the Canadian Far West be peopled in proportion to its capacity, and if the population grow wheat to the extent that is possible, then the conveyance of this surplus to market will be the most important problem to solve. Farmers have found in the United States that, by settling too far West, the cost of transport eats up all the profit which they would make by growing grain if the market were nearer at hand.

The Canadian Far West cannot be fully peopled until it is more accessible to immigrants; hence it is that the Canadian Pacific Railway is imperatively necessary. Upon that railway the agricultural population must chiefly depend for transporting their produce to market. There is room and there will be employment for a second trunk line two hundred miles to the north of the one now in course of construction. An independent line, the South Western, is to run three hundred miles west of Winnipeg, between the boundary-line and the Canadian Pacific, opening up the rich country in what is called the Turtle Mountain district.

I have journeyed over several hundred miles of the Canadian Pacific between Winnipeg and

Thunder Bay and I was impressed with the advantage of the line for developing local, as well as for accommodating through traffic. This part of the country has attracted less notice of late than the Western prairie land. It is a region of lakes and wood, interspersed with tracts of fertile soil where crops could be grown, and expanses of meadow whereon cattle could be reared. In several parts mineral discoveries of importance have been made. I saw specimens of gold quartz taken from an island in one of the lakes. I was told that an abundance of quartz equally rich had been found; if it be true that quantities of quartz rich in visible gold are obtainable, then gold mining will become a most remunerative industry here. This, added to its other advantages, will lead to the peopling of the region between Lake Superior and Winnipeg quite as rapidly as that of the agricultural region farther west. It may be that the prophecy made by Sir George Simpson in 1841, after he had been twenty years Governor of the Hudson Bay territory, may be speedily fulfilled, a prophecy which, it is fair to add, he stated in 1857 was made in a fit of enthusiasm. Writing about Rainy River which connects the Lake of that name with the Lake of the Woods, Sir George stated:—"From Port Frances downwards, a stretch of nearly one

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hundred miles, it is not interrupted by a single impediment, while yet the current is not strong enough materially to retard an ascending traveller. Nor are the banks less favourable to agriculture than the waters themselves to navigation, resembling, in some measure, those of the Thames near Richmond. From the very brink of the river, there rises a gentle slope of greensward, crowned in many places with a plentiful growth of birch, poplar, beech, elm and oak. Is it too much for the eye of philanthropy to discern, through the vista of futurity, this noble stream, connecting, as it does, the fertile shores of two spacious lakes, with crowded steamboats on its bosom, and populous towns on its borders?"

The impression made upon me when I passed over nearly a hundred miles of the line to the West of Winnipeg was that there, too, local traffic would be developed. The total length of line required to connect the present Canadian railways with the Pacific ocean is 2627 miles. The struggle over the choice of routes, and over the way in which to carry out the undertaking, has been protracted and severe. A Syndicate has been entrusted with the execution of the gigantic work. The conditions under which the Syndicate enters upon its labours were thus set forth in the Dominion Parliament by Sir Charles Tupper, Minister of Railways: "For that portion

of the line from Fort William to Selkirk, 410 miles, the Pembina branch, 85 miles, and that portion from Kamloops to Burrard Inlet, 217 miles—all of which, amounting to 712 miles when the line is completed, is to be handed over as the property of the Company. The total amount expended and to be expended by the Government, including everything, is 28 million dollars. For the construction of the road from Lake Nipissing to Fort William, 650 miles, and from Selkirk to Kamloops, 1350 miles—2000 miles in all—the Government have agreed to pay, in addition to the 28 millions, 25 million dollars and 25 million acres of land; making a total subsidy, in cash, of 53 millions, and in land estimating the 25 million acres at the same rate that I have estimated the land under the contract of 1873, and under the estimate of the Act of 1874, one dollar an acre, of 25 million dollars, or a total amount to be expended by Canada for the construction of the Canadian Pacific Railway of 78 million dollars.”

While the Canadian Pacific Railway will shorten the journey between Liverpool and Yokohama or Hong Kong, and while it will both link together the Provinces of the Dominion and aid in developing their resources, it will not entirely solve the problem of transporting agricultural produce at the cheapest rate from the Canadian Far West to Europe. In the United States the route by way of the Mississippi has an enormous advantage

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over any other; wheat can be carried from St. Paul, the capital of Minnesota, down the Mississippi in barges to New Orleans, where it is transferred to steamers bound for Glasgow, at 38 cents a bushel. It ought to be possible to sell this wheat on arriving at its destination at a lower price than the prevailing one. With the great river as a silent and easy highway, the farmers in the Mississippi Valley can successfully compete with farmers in other parts of the Union.

In the important matter of water-carriage the farmer in the Canadian Far West has unrivalled advantages. The navigable rivers cover a distance of 11,000 miles, of which 4000 only have as yet been turned to account. The distance from Winnipeg to the mouth of the St. Lawrence is 2500 miles, and the transit of bulky articles over this intervening space would be costly. But, if instead of choosing the route of the St. Lawrence as the outlet to the Atlantic, the route by Hudson Bay be chosen, then Winnipeg may be brought within two days' journey by rail and water from the sea.

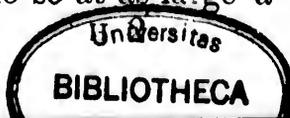
For two centuries the Hudson Bay Company sent their stores into what is now the Canadian Far West, and took their furs out of it in sailing ships which plied between England and the Bay. The Nelson River connects Lake Winnipeg with

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Hudson Bay ; it is a vast stream, draining an area of 360,000 square miles, and is six miles wide at its mouth. There are impediments to the continuous navigation of the river by large vessels, but these have not hindered canoes being used for the purpose. It is proposed, however, to make a railway over the 370 miles which intervene between the lower part of Lake Winnipeg and the mouth of the Nelson River. Grain could be stored at Port Nelson and conveyed to England in steamers during the season of navigation. Professor Hind considers "the head of tide-water in Nelson River may yet become the seat of the Archangel of Central British America, and the great and ancient Russian northern port—at one time the sole outlet of that vast empire—find its parallel in Hudson Bay." The water-route by Nelson or Hayes River from Hudson Bay to the interior has proved available for the purposes of trade since the incorporation of the Company in 1670. In 1846 the route was used to convey troops and found suitable. A force consisting of a wing of the 6th Foot, a detachment of Artillery and a detachment of Royal Engineers, with one 9-pounder and three 6-pounders and numbering 18 officers, 329 men, 17 women and 19 children, made the journey by boat from Hudson Bay to Red River in about 30 days. Colonel Crofton, who was in command,

made the journey in seven days' less time. The current being strong, it takes far longer to make the journey up stream; including stoppages it has been made down stream, in loaded boats, within nine days. If steam launches were substituted for the boats propelled by hand, the time would be decreased. But it is proposed to dispense with the river altogether, and to make a narrow gauge railway from the northern end of Lake Winnipeg to Hudson Bay and a charter has been granted for such a railway. There is a difference of opinion whether Fort Churchill may not be a preferable port to Port Nelson. But there is agreement as to the feasibility of reopening communication between England and the Canadian Far West by way of Hudson Bay.

It is true that the navigation of Hudson Bay is only open for steamers during five months in each year, yet, during that time, it would be easy to export all the produce which may be destined for the markets of Europe, and to import all the goods which might be required in exchange. The distance from Port Nelson to Liverpool is nearly a hundred miles less than from New York. It is estimated that when steamers shall ply between Hudson Bay and the Mersey, the Clyde or the Thames, it will be possible to sell Manitoba wheat in the United Kingdom at 28s. a quarter and to do so at as large a profit as that



now obtained from the sale of United States wheat at 48s. Should that day arrive the British farmer must renounce growing wheat; he can barely hold his own now with his rival in the United States; he cannot possibly compete hereafter with his brother in Manitoba. It may then be found that the desperate struggle in progress between farmers in this country and their competitors across the Atlantic will arise between the farmers on the opposite sides of the boundary-line in North America. The Manitoba farmer will hereafter be able to defy rivalry in the markets of Europe.

No question is more fiercely debated than the relative advantages of different parts of the North American Continent. If a stranger to the country listened to the evidence adduced in favour of a particular State in the Union, or a particular Province of Canada to the exclusion of any other State or Province, he would think that a conclusive case had been made out. Should he listen to the statements made about all of them, he will be either completely puzzled or remarkably acute in sifting and weighing facts. Instead of giving my own conclusion concerning the Canadian Far West as a place for settlers, I shall cite the conclusion of a thoroughly competent and impartial investigator, who has long studied the matter on the spot and who is justly regarded as

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an authority. This is Mr. J. W. Taylor, the United States Consul at Winnipeg, who has served his country there since 1870. Like all his countrymen, he is a firm believer in the great destiny reserved for the United States, yet his patriotism has not blinded him to the attractions and resources of the part of the Canadian Dominion wherein he resides.

Mr. Taylor's opinion, enunciated in many speeches and writings, is that the North American Continent is divisible into three zones, the southern being the Cotton-growing zone, the mid-zone being specially adapted for the growth of Indian corn, and the northern for the production of wheat. He holds that the mid-zone extends to Southern Minnesota: he stated in a public speech "that three-fourths of the wheat-producing belt would be north of the International boundary." In a letter to the *Pioneer Press* of Saint Paul, he gave the following reasons, among others, upon which he based his conclusion: "In 1871, Mr. Archibald, the well-known proprietor of the Dundas Mills, in Southern Minnesota, visited Manitoba. He remarked that the spring wheat in his vicinity was deteriorating—softening, and he sought a change of seed, to restore its flinty texture. He timed his visit to Winnipeg with the harvest and found the quality of grain he desired, but the yield astonished him. 'Look,' said he, with a

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head of wheat in his hand; 'we have had an excellent harvest in Minnesota, but I never saw more than two well-formed grains in each group or cluster, forming a row, but here the rule is three grains in each cluster. That's the difference between twenty and thirty bushels per acre.' More recently, Professor Maccoun, the botanist of the Pacific Railway Survey, has shown me two heads of wheat, one from Prince Albert, a settlement near the forks of the Saskatchewan, latitude 53 degrees, longitude 106 degrees, and another from Fort Vermillion, on Peace River, latitude 59 degrees, longitude 116 degrees, and from each cluster of the two I separated five well-formed grains, with a corresponding length of the head. Here was the perfection of the wheat plant, attained according to the well-known physical law, near the most northern limit of its successful growth. Permit me another illustration on the testimony of Professor Maccoun. When at a Hudson Bay post of the region in question—either Fort McMurray, in latitude 57 degrees, or Fort Vermillion in latitude 59 degrees, and about the longitude of Great Salt Lake, an employee of the post invited him to inspect a strange plant in his garden, grown from a few seeds never before seen in that locality. He found cucumber vines planted in April in the open ground, and with the fruit ripened on the 20th of August."

There is a physical cause why wheat grown in the northern region of Manitoba should be superior to that grown in the United States to the

south of it. The nearer the northerly limit at which wheat will grow, the finer is its quality. At the northern limit of its growth on this Continent, not only is the soil adapted for it, but the duration of sunshine is longest there when the ears are ripening. From the 15th of June till the 1st of July nearly two hours more daylight prevail in northern Manitoba than in the State of Ohio. It is not heat alone which is required to bring the wheat plant to perfection even in places where the soil is best adapted for its growth. This is true of all grain as well as of all vegetables. Other conditions being present, the greater the amount of solar light the better the result. Now, wheat grown in the Canadian North-West is grown under incomparable advantages with respect to the length of sunlight; hence, that wheat is of the hardest description, is adapted for producing the very finest flour and is certain to prove the most remunerative crop. The acreage suited for the growth of wheat in this region is large enough to furnish bread for the whole of Europe.

## II.

The facts which can be adduced in support of the Canadian Far West being second to no part of the Northern American Continent cannot be gainsaid. It does not follow, however, that every

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settler there is entirely happy. Many settlers have failed to profit by their opportunities. Some have expected too much; others are unsuccessful because they do too little. There is no royal road to fortune in any new land. In the fairest spot on the earth the hardest worker will reap the richest harvest, while the idler will be unable to earn a living. Last year, the *New York Herald* gave publicity to letters from settlers in Manitoba who complained that the country was utterly unfitted for cultivation. That enterprising journal thereupon dubbed it the "Land of Misery." If the early settlers in Virginia and New England had been men of the same calibre as these grumblers, they would never have developed the resources of Virginia or made New England the home of a prosperous community. The first comers in any undeveloped country are like the first occupants of a new house. The house may be well built, yet it lacks innumerable appliances which render it a comfortable dwelling. The next tenants find it far better fitted for occupation than their predecessors, and every succeeding dweller in it profits by something which has been added to render it more habitable. So with land which may be capable of growing crops and feeding millions, but which, in its virgin state, is little better than a desert. The next generation will

find the Canadian Far West a very different country from what it is to-day. Marshes will have been drained, roads will have been made, railways will be in operation; the soil will yield more abundantly, and the labour of living will be lightened. When its inhabitants hereafter read that it was once styled the "Land of Misery," they will marvel at the credulity, or the ignorance which dictated the phrase.

Eulogy from those personally interested, cannot permanently render a tract of country, which is naturally unsuitable for human beings, a pleasant land wherein to dwell, nor will depreciation on the part of the envious or uninformed hinder a tract, possessing every advantage which Nature can confer, from being appreciated and developed. Unless the Canadian Far West possess all the charms which retain as well as attract settlers, it will relapse into a wilderness over which the savage will again roam and the wild beast multiply. I have no apprehension as to its future. My opinion is based upon what I have beheld. I admit that persons who implicitly trust the fascinating tales circulated by speculators in land may be grievously disappointed. It is as hazardous to buy land anywhere without personal inspection, as it is for a person who has no special knowledge of horseflesh or art to rely

upon the assurance of a speculator in horses or pictures. In North America, it is easier to buy land than to sell it. The risk is diminished when the purchaser of land in the Canadian Far West deals with respectable and responsible bodies like the Hudson Bay Company or the Pacific Railway Syndicate, yet in all cases, the purchaser ought to examine his bargain before paying his money. He will display both shrewdness and prudence should he visit the Homestead of 160 acres, which he obtains as a free grant from the Government, before occupying it.

The predominant feeling in my breast as I traversed a part of what the late Earl Beaconsfield termed the "illimitable wilderness" of Western Canada was deep regret that such a region should remain untenanted by busy men. There, year after year the summer sun floods with warmth millions of acres where beautiful prairie flowers bloom and wither, and nutritious grasses spring up and decay. The snows of winter cover the earth with a garment which, though apparently a cold shroud, is really a warm mantle. Game breeds and dies without yielding food to more than a few hunters. Fish spawn and fill the lakes and rivers without being utilized to vary or constitute the subsistence of more than a few Indians. When I thought of the millions of people who might be fed and rear

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families on the untrodden prairies, and enjoy the game and the fish which abound, it saddened me to contemplate the neglect with which Nature's banquet was treated. And the sadness deepened when I reflected how many landless millions in Europe were struggling for the necessaries of life, or were longing to be the possessors of land which they might call their own, whilst food was easily procurable here by all who might desire it, and land could be had for the asking by all comers. I have seen a large part of the North American Continent. I have marvelled at the enterprise which has converted so much of it from a wilderness into a garden. No other tract can so easily undergo the same transformation as the Canadian Far West. I cannot believe that it will long remain unappreciated and unpeopled.

The result of the settlement of the Canadian Far West will be of paramount importance in shaping the destiny of Canada. Many persons speculate as to the future of the Dominion. The theme is a tempting one, but its adequate discussion is not easy. Confederation dates from the year 1867; the Dominion, as now constituted, dates from the accession of Prince Edward Island in 1873. The settlement of Manitoba, the construction of the Pacific Railway, the opening of steam navigation through Hudson Bay to Europe,

are elements of the greatest moment in determining the destiny of Canada, and several years must yet elapse before the influence of these elements is apparent. Men for whom I have the highest respect have pronounced incorporation with the United States to be Canada's inevitable fate. In such a matter as this I hold prediction to be wholly vain. It would not be hard to frame a plausible argument to the effect that the "manifest destiny" of Switzerland was to be absorbed by adjacent and more powerful countries; yet the Swiss entertain no doubt about preserving their independence and they consider that they are fully warranted in so doing. It is clear to my mind that the future of Canada is in the hands of the Canadians. Upon them rests the responsibility, and with them is the opportunity of shaping the issues which determine their destiny. A heavier responsibility or a grander opportunity never fell to the lot of a people. Should they fail in making Canada what it may become, the fault will be their own and not that of their magnificent Far West which, in all physical advantages and potentialities, cannot easily be matched and cannot anywhere be surpassed.

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## CHAPTER VII.

### OPINIONS OF MANITOBA FARMERS.

I HAVE before me a collection of remarks made by farmers in Manitoba and the Canadian North-West. I shall set forth in an abridged form what these farmers say, and, as I shall give their names and addresses, their statements can easily be tested by any one desiring to do so. On the important subject of climate there is a remarkable consensus of opinion as to its salubrity. But few cases of sickness are mentioned ; a farmer, who pronounces the climate very healthy, adds that his family have had measles, and two add that they have had rheumatism. Mr. James Davidson, writing from High Bluff, states that he "has had some sickness, caused by drinking bad water;" Mr. James Fergusson, of the same place, makes the significant remark, "I consider Manitoba very healthy ; no ague known." Mr. Jonathan Troop and Mr. Philip M'Kay, of Portage-la-Prairie, both think the climate healthy, but "hard on consumptive patients." The latter remark applies to the climates of a good many countries.

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Mr. James Streton, of Nelsonville, moved thither for his family's health, "and it has been good." Mr. Julius Galbraith, of the same place, states that "his family has had no sickness for five years;" while Mr. A. P. Stevenson, a fellow-citizen, "has had no sickness for seven years." In the family of Mr. J. S. Higginson, of Oakland, "there has not been one case of sickness for six years." The doctor has been but once in the family of Mr. W. A. Farmer, of Headingly, during ten years. Mr. Beckstead, of Emerson, has not only been free from sickness, but he has gained 25lbs. in weight. Mr. J. J. Edwards, of Poplar Point, "was unhealthy when he left Ontario, but is now well and hearty." The Rev. Thomas Scott, of Westbourne, pronounces the country "decidedly good for repairing health." Mr. D. R. M'Dowell, of Cook's Creek, has had no need for a doctor in his family. Mr. C. Begg, of Stone Fort, "has had a remarkably healthy experience of forty-seven years;" while Mr. George Turner, of Lower Fort, thinks "the climate is the healthiest in America."

These farmers are as well pleased with the soil as with the climate of Manitoba; they declare that it is a black mould from two feet to four feet in depth, and so rich as to produce without manure large crops of vegetables and grain.

They state that water is abundant and good; that the finest hay can be procured with little trouble at a trifling cost; that there is no lack of timber; that the *minimum* yield of wheat is nine bushels an acre in excess of the average yield in Minnesota, and the weight of each bushel is 1lb. heavier; that the average yield of oats is 57 bushels an acre; of barley, 40; of peas, 38; of rye, 60; and of potatoes, "mealy to the core," 318 bushels. It is not uncommon for 500 bushels of the best potatoes to be obtained from a single acre of land. Some of the potatoes weigh  $4\frac{1}{2}$  lbs. These results certainly justify Mr. Robert Bell, of Burnside, in writing: "I have been in Scotland, England, and the United States, and in Ontario, but this country beats them all for large potatoes." They grow fast as well as large. Mr. George C. Hall, of Portage-la-Prairie, writes: "I planted potatoes on the 1st of June, and in eight weeks we had our first meal of them;" he ends his letter with the words, "It was a happy day that I first landed on this soil."

Extracts from a few letters containing expressions of opinion, may be as interesting as the foregoing statistics. Mr. James Stewart, of Meadow Lea, writes: "I am a native of Western Ontario, and have been farming fifteen years. This is my fifth year here, and I much prefer this

country to anywhere else." Mr. Beckstead, of Emerson, thinks "there is no person need be afraid of this country for growing. There never was a better country under the sun, for either hay or grain." Mr. Vidal, of Headingly, after nine years' trial of the country, would not return to any other part of Canada, adding, "I have prospered better here with less manual labour or trouble than I could possibly do elsewhere. The soil is good, the climate is excellent, and everything is in a prosperous condition." Mr. Thomas H. Ellison, of Scratching River, who has farmed in Europe, in the State of New York, and the Province of Ontario, holds that "any man with a family of boys, as I have got, that intends living by farming and raising his boys to farm, is only fooling away his time in other places when he can average 100 per cent. more each year with his labour, as I have done." Mr. James Owens, of St. Anne, Point-du-Chêne, after expressing his own satisfaction with the country, and stating that he had grown Black Sea wheat yielding thirty-five bushels to the acre, and that the straw was  $6\frac{1}{2}$  feet in height, adds: "I would be glad if half of the people of Ireland were here; they would then be in the best part of the world." Mr. George Taylor, of Poplar Point, Long Lake, "really thinks one cannot get a better farming

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country than this. I tell you, sir, I have cropped five acres of land on my farm for six years successively without a rest, and this year a better crop I never saw. That is soil for you. I think immigrants will be satisfied with this country when they come here. You can't say too much in praise of it." Mr. Julius F. Galbraith, of Nelsonville, states that "the longer a farmer lives here the better he likes it." Mr. John Kelly, of Morris, "likes the country well, and would not change." Mr. Neil M'Leod, of Victoria, "thinks a farmer cannot make a mistake by settling here," while Mr. Archibald Gillespie, of Greenwood, holds that for "any one who wants land this is the place." Mr. Joshua Appleyard, of Stonewall, "would advise any young man with good heart and \$300 to come to this country, for in five years he can be independent." Mr. John George, of Nelsonville, "considers this country the place to come to, provided any young man wants to make a home and knows something of farming, and has about \$400 or \$500 to begin with;" while Mr. Alexander Adams, of Clear Springs, is also of opinion that "any man with \$500, willing to work, can soon be independent here." As it is still more valuable to learn what men have done than to read what they think on a given subject, the two following letters are specially noteworthy. Mr. Benjamin

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Bruce, of Poplar Point, writes: "I started with one cow, one horse, and a plough eighteen years ago, and to-day my assessment was for \$13,000. I did not fail one crop yet in eighteen years of my farming here, and I must say this year's crop is better than I have had before. You can depend upon me." Mr. John A. Lee, of High Bluff, is even more emphatic in his assertions, and has had a still more rapid success: "If folks would work four months in the year they might be independent in this country. I came here in 1873 with only \$30 in my pocket, ten of which I paid for my homestead of 160 acres. It is going on two years since I began to cultivate the place I am now living on, and I have seventy-four acres under cultivation, with a suitable house and other fixtures, and I could get \$3000 for one of my quarter sections. I can be found in High Bluff any time with \$50 to back my words."

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The foregoing figures and statements conclusively disprove the assertion that the Province of Manitoba is the uninhabitable Arctic wilderness that some persons who have no personal knowledge of it represent it to be. Most of the misrepresentations which are circulated concerning Manitoba and the North-West originate with speculators who depreciate Canadian territory in order to persuade settlers to buy land on the

United States side of the boundary line in Dakota. If the accounts of Dakota which these persons supply were correct, it would resemble Eden before Adam was evicted. The attractions of the Red River Valley in Dakota are many and great; but a still larger and more fertile part of that fruitful Valley lies within Canadian territory. Other parts of Dakota have several drawbacks from which Manitoba is free. In all the pamphlets praising it which I have seen, I notice many important omissions. Nothing is said of the wind storms which frequently rage and devastate vast parts of it. How serious they are may be inferred from a paragraph in a recent number of the *Fargo Daily Argus* summoning the citizens to "wake up" and prepare for the wants of another year, their attention being thus called to one special requirement:—

"That Tornado Insurance Company is one thing that ought to be very thoroughly considered and agitated, because the successful establishment of such an institution with home capital and home officers is quite feasible, while its value to the leading productive industry of the section is plain."

The advice is commonly given to form large cellars when building a house in Dakota, as they are convenient places of refuge during the wind storms. I met with a family that had to remain

three days and nights in the cellars last year, the storm having levelled their house to the ground, and its violence being so great that no one could face it. Sometimes railway communication is suspended ; in the spring of 1880 no train reached Bismarck for two months, owing to the line being blocked by ice.

The spring floods often work as much destruction as the tornadoes. In the spring of the present year the Missouri and other rivers overflowed their banks, sweeping away much property and several human beings. For a distance of forty miles the Missouri was a raging flood fifteen miles wide. Captain Clagne, being commissioned by General Terry to investigate the losses thus caused in the southern part of Dakota, reported that, from the mouth of the Big Sioux River to Yankton, the bottom land on both sides of the river was entirely covered with water, resembling an inland sea, in which huge masses of black ice were floating. He estimated that 250,000 acres of fertile land were submerged. This tract was the scene of the oldest and most prosperous settlements in Dakota, there being a family to every twenty acres ; thirty villages which formerly stood there had disappeared altogether.

There is a consideration which emigrants from Great Britain and Canada ought to bear in mind

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before determining to settle in Dakota. In Manitoba, any citizen of the British Empire who is the head of a family, or who, being a male, is eighteen years of age, can obtain a homestead of 160 acres on paying an office fee of \$10, cultivating a part of the land during three years, and erecting a dwelling upon it 18 feet long by 16 feet wide. The settler may be absent from his homestead for six months in each year out of the three, while, if his family remain on and cultivate it "to a reasonable extent," he may be absent during the whole term. He has a right to pre-empt another 160 acres—that is, become the absolute owner of the land at a price varying from £36 to £84, payment being made in instalments spread over six years. In Dakota and all other parts of the United States where Government land is unoccupied, a settler who is the head of a family, or who has attained the age of twenty-one, can obtain 160 acres under the Homestead Act. He must pay a fee of \$20, erect a house on the land 18 feet by 16 feet, cultivate a part of it during five years and not be absent from the homestead for six months consecutively. The provisions about pre-empting an additional 160 acres and obtaining 160 for the purposes of free culture are substantially the same in Canada and the United States. In both an alien must

become naturalized before participating in the benefits of the Homestead Acts.

An alien, if a citizen of the British Empire, who desires a homestead in Dakota, must begin by making the following declaration on oath:—

“I, A. B., do declare on oath that it is *bonâ-fide* my intention to become a citizen of the United States, and to renounce for ever all allegiance and fidelity to all and every foreign Prince, Potentate, State, and Sovereignty whatever, and particularly to Victoria, Queen of the United Kingdom of Great Britain and Ireland.”

At the expiry of five years, and before the alien can obtain a patent for his homestead, he has to take the following oath:—

“I, A. B., do solemnly swear that I will support the Constitution of the United States, and that I do absolutely and entirely renounce and abjure all allegiance and fidelity to every foreign Prince, Potentate, State, or Sovereignty whatever, and particularly to Victoria, Queen of the United Kingdom of Great Britain and Ireland, of whom I was formerly a subject.”

The alien who bears a title of nobility must, in addition to taking the foregoing oath, formally renounce such title or distinction.

Any alien can obtain a homestead in Manitoba on applying for it in the ordinary way, fulfilling the prescribed conditions, appearing in Court at

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the end of three years, and taking, first, the following oath of residence:—

“I, A. B., do swear (or affirm) that I have resided three years in this Dominion, with intent to settle therein, without having been during that time a stated resident in any foreign country.”

And, second, the following oath of allegiance:—

“I, A. B., do sincerely promise and swear (or affirm) that I will be faithful and bear true allegiance to Her Majesty Queen Victoria, as lawful Sovereign of the United Kingdom of Great Britain and Ireland and of the Dominion of Canada, dependent on and belonging to the said United Kingdom, and that I will defend her to the utmost of my power against all traitorous conspiracies and attempts whatever which shall be made against her person, Crown, and dignity, and that I will do my utmost endeavour to disclose and make known to Her Majesty, her heirs and successors, all treasons and traitorous conspiracies and attempts which I shall know to be against her or any of them, and all this I do swear (or affirm) without any equivocation, mental evasion, or secret reservation.”

Whether the soil and climate of Manitoba are as much superior to the soil and climate of Dakota as many persons assert them to be, may remain a matter of controversy. There is no doubt, however, that the Homestead Act, as regards both citizens of the British Empire and aliens, is far more liberal in Manitoba than in Dakota. Nor

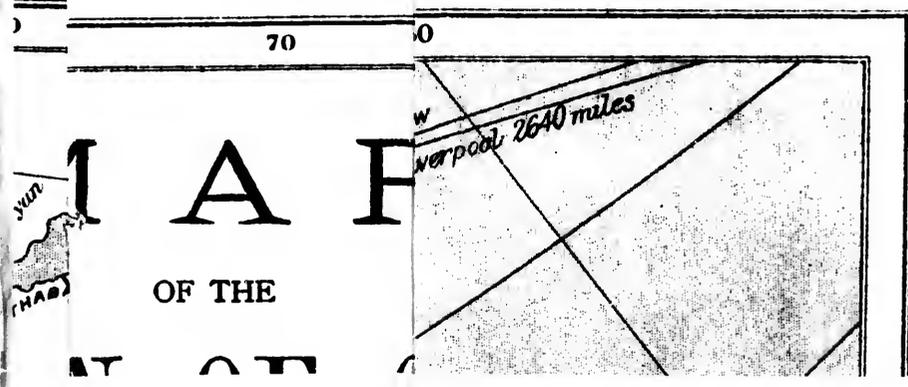
can there be any dispute about the satisfaction of the Manitoba farmers with their lot. They cordially admit that their lines have fallen in very pleasant places. Some of the difficulties which the first settlers in Manitoba had to surmount have been faithfully set forth in this work. Much that was true when its contents were first printed has ceased to be so now. At present the Canadian Pacific Railway transports the settler for a small sum and in a speedy fashion over parts of the Canadian Far West which I had to traverse at a high cost and at a slow rate. Day after day that iron road is rendering the Prairie Province of Canada as accessible as any part of the North American Continent. Moreover, the Government have arranged for making good highways where none existed before, and for bringing into proper condition those which I found often impassable. An extensive and systematic system of drainage, which has been devised by the Government, and which will soon be completed, will hereafter lighten the labours of the Manitoba, farmer and increase his gains. I am confident that the emigrant from the older provinces of Canada, or the still older countries of Europe, will have no reason to repent his choice should he elect to form for himself a new home in the Great Canadian Far-West.

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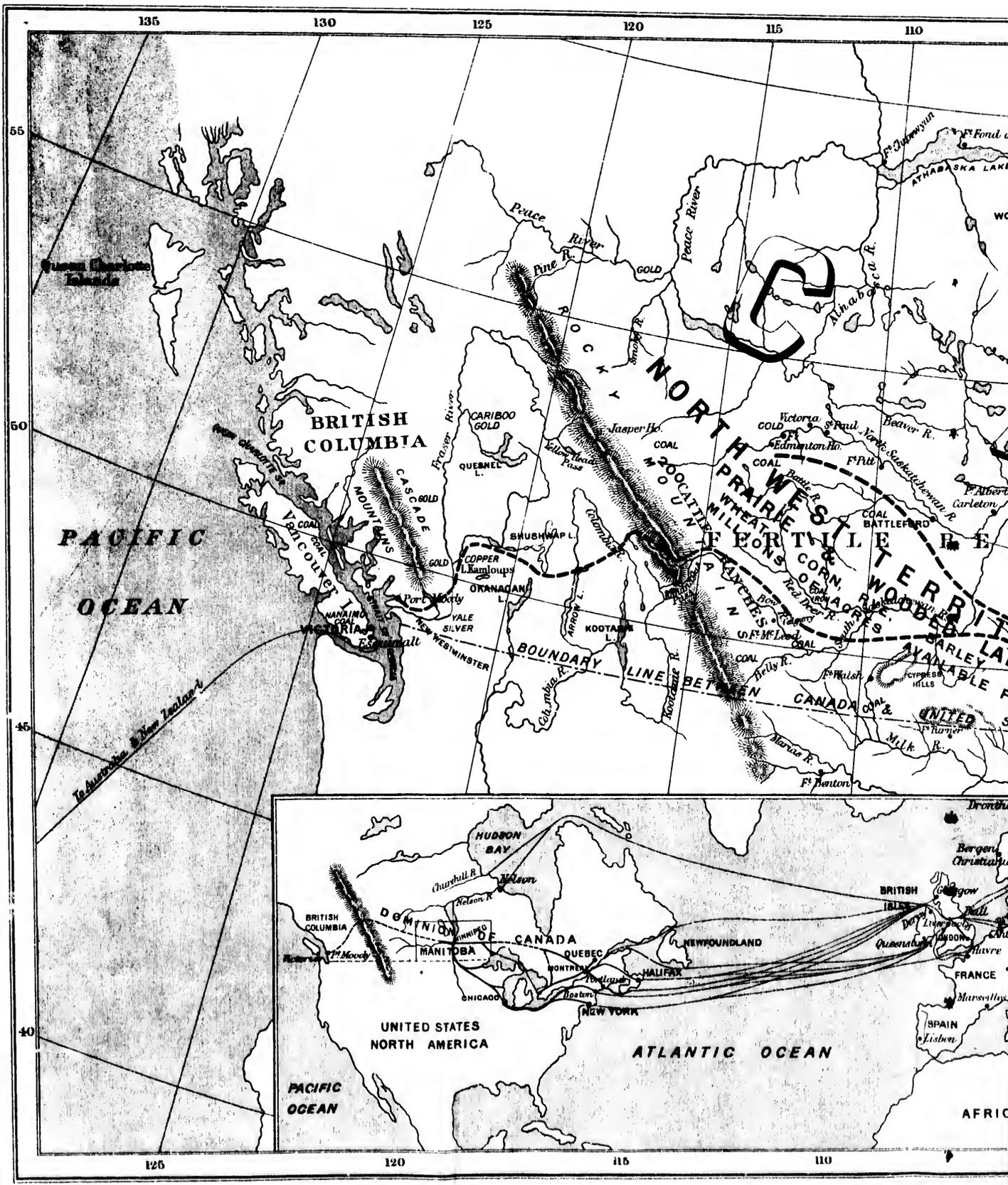
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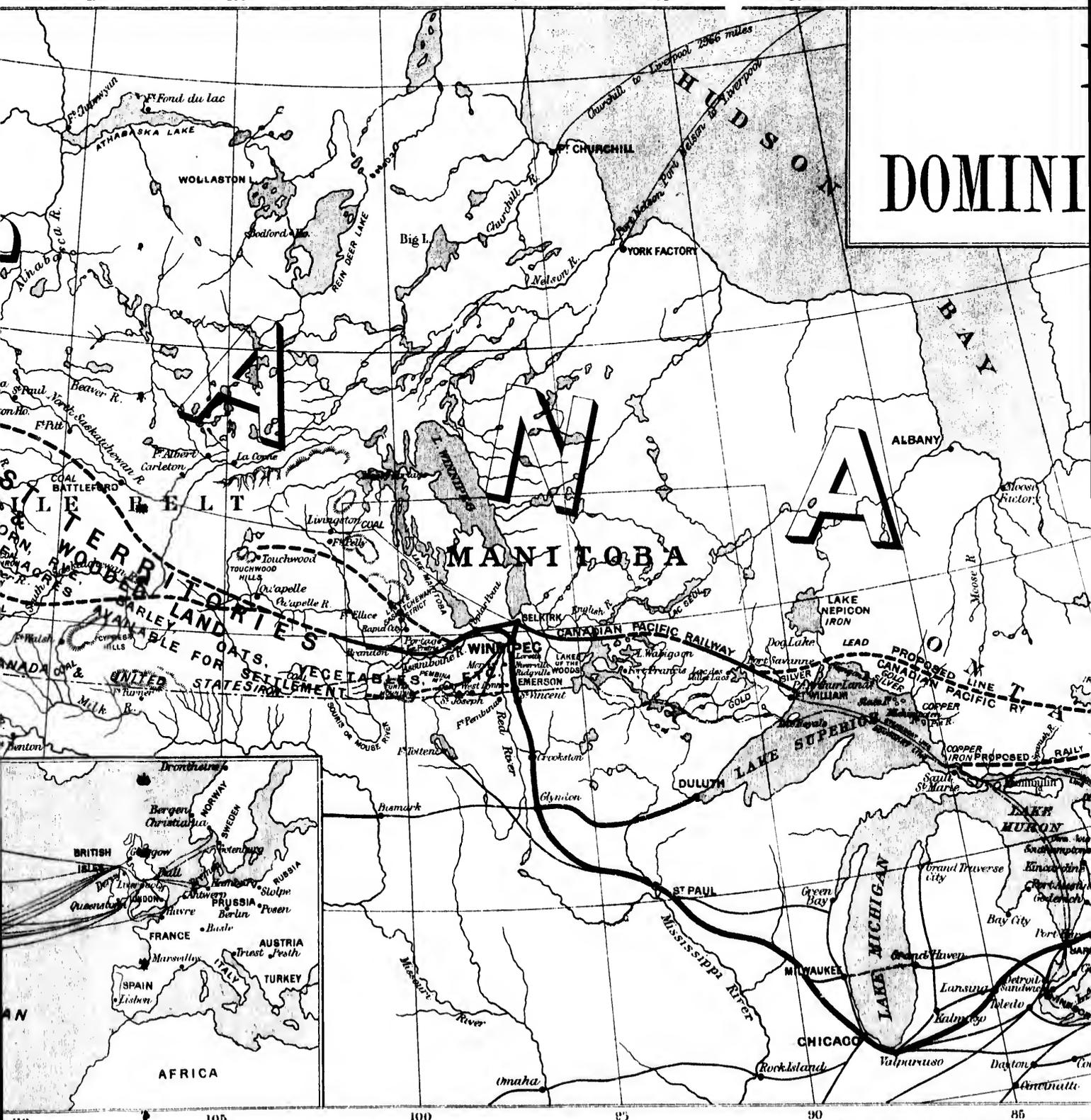
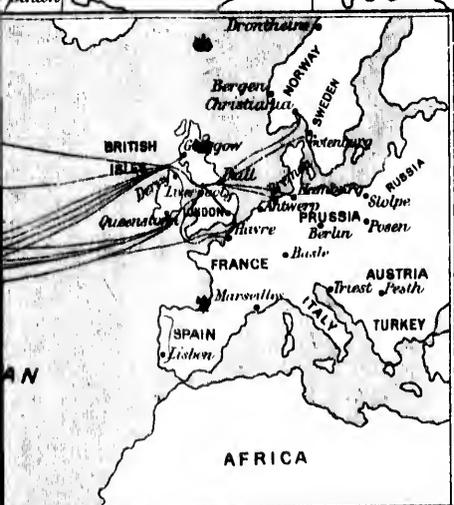
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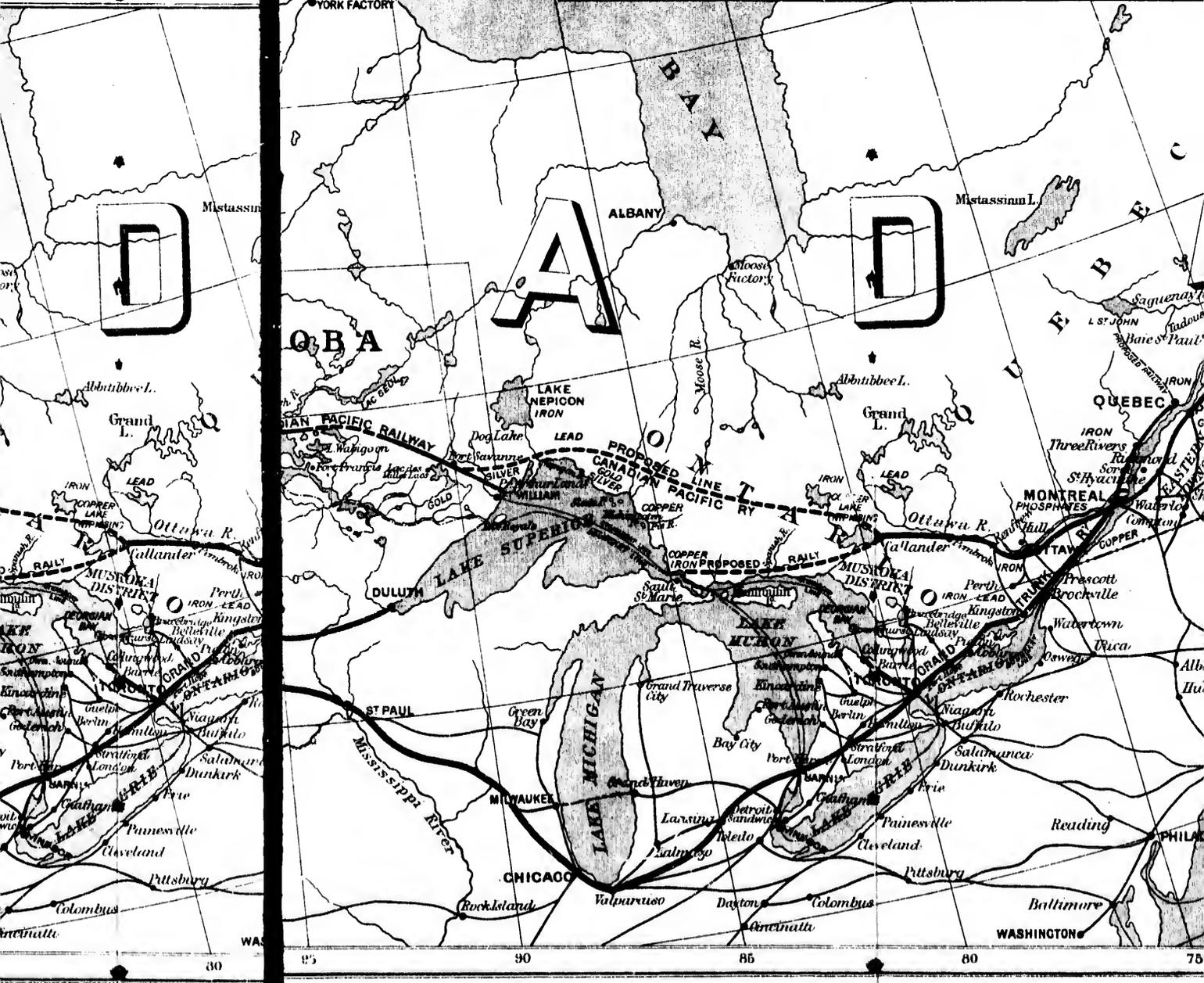
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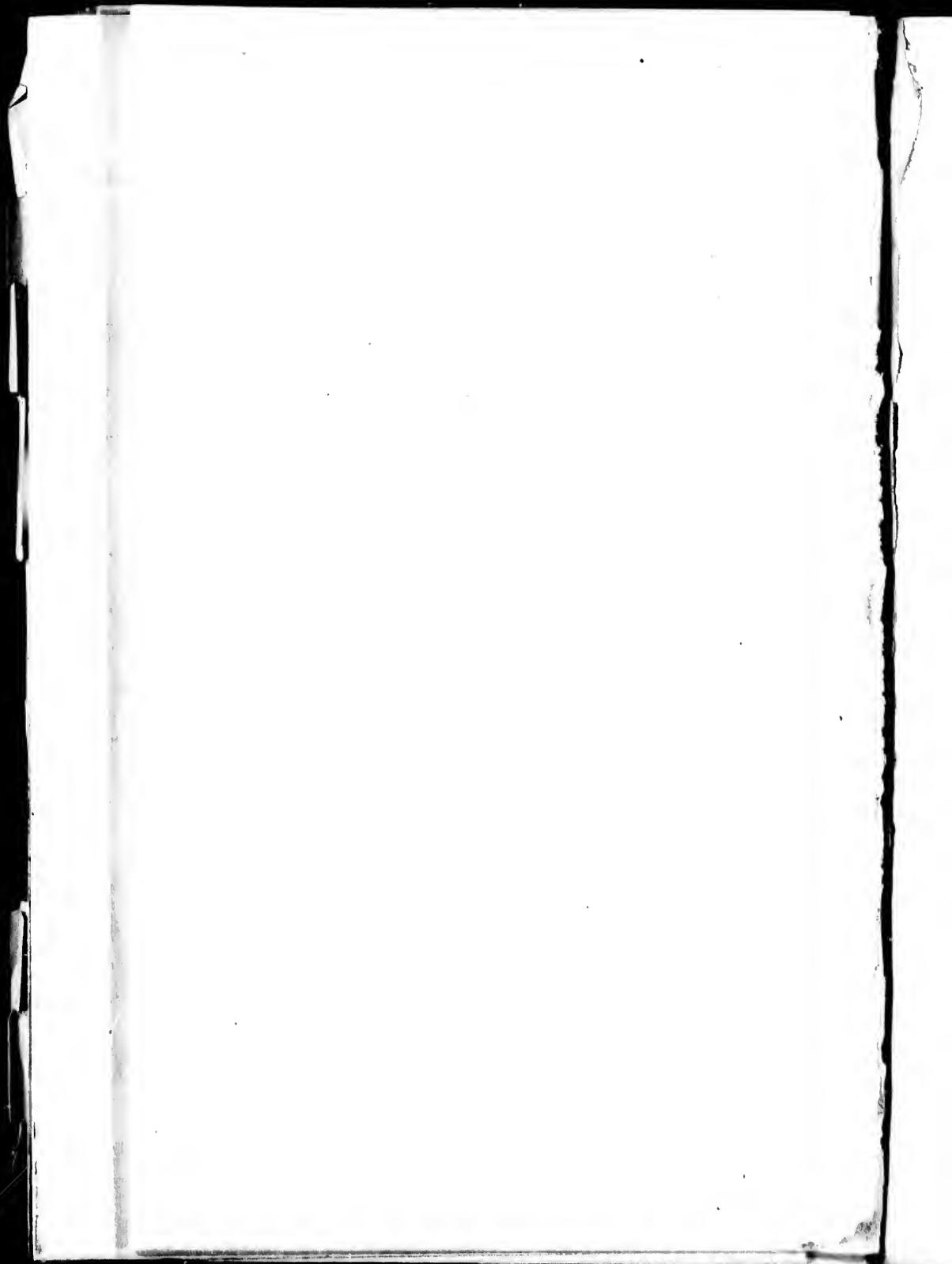
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Map published by the Government of Canada, Ottawa, 1910.





## APPENDIX I.

### A WORKING MAN ON LABOUR AND WAGES IN MANITOBA.

THE following Memorandum respecting labour and wages in Manitoba, and other general information about the country, has been prepared by a working man now residing in Winnipeg, who recently came to England to visit his friends for a few months:—

“ Having received many inquiries for additional information respecting Manitoba, which, as I am sailing from Liverpool to-morrow, I am unable to reply to separately, I have decided to write in the form of a Memorandum the particulars mostly desired, by which course each of the applicants will obtain the benefit of the answers to the questions put by others as well as by himself.

There are no free passages to Manitoba, but mechanics and labourers are allowed to have the benefit of a reduced rate on filling up a form, to be obtained from the Canadian Government Offices in London. This enables adults to travel from Liverpool or London to Quebec for £5. The rail fare from Quebec to Winnipeg is £4 5s. by the “Lake route” (open in the summer months), and £5 15s. by the “all-rail” route. The latter is quicker by a couple of days. On the ships, children between one and twelve are charged half fares, and under twelve months ten shillings; on the railways, those between five and twelve at half fares, those under five free. On the ships, passengers are supplied with food, but on the railway they must find themselves. I may add that the assisted passages are also available from Glasgow, Derry, and Queenstown.

When a man gets to Winnipeg, he must look out for work himself, just in the same way as he would do in England, but

the Government Agent, who should be applied to, will offer every information and assistance in his power. Winnipeg is the principal city in Manitoba, and its population is estimated at from 12,000 to 15,000. It is extending rapidly.

The wages of the different classes of men are as follows:—Carpenters, 12s. to 14s. per day; bricklayers and plasterers, 20s. to 28s. (I have known plasterers to get as much as 40s. per day at piece-work); blacksmiths, 12s. to 22s.; general labourers, 10s. to 12s.; farm labourers get from £30 to £50 per year, and board, or 6s. to 8s. per day. The cost of board and lodgings for single men last year ranged from 12s. to 20s. per week.

For families, the best course would be to rent a house, or to build one on a plot of land rented for the purpose; the latter is the cheaper. Sufficient ground could be had for about £6 per year, and the cost of putting up a shanty with two or three rooms would be about £25. A man's wife could also obtain washing and other work to add to the income of the family. Men are generally paid by the day. The day's work for mechanics and labourers is from 7 a.m. to 6 p.m., one hour being allowed for dinner. Saturday is no exception.

The climate is hot in summer, but not so hot as in the States, and by no means unpleasant. I have never known the heat exceed 101 degrees. The winter is cold, and the thermometer is sometimes, though only rarely, as low as forty degrees below zero. Generally, it ranges from zero to five or six degrees below. As the atmosphere is so dry, the effects of this cold are nothing like what they would be in other countries where the climate is more humid. The winter sets in about the middle of November. Until early in January the weather is often dark and stormy, the coldest weather coming in December. In January the back of the winter is broken, and there is for two or three months after that a most brilliant unclouded sky. In March, or early in April, the snow passes away, spring is at once present, and summer soon follows in its wake. It has been my experience to see the snow gone, and the most balmy weather prevailing, on March 31st in several years; and in two years of the last ten in the middle of March. When the winter breaks up, the roads are bad for a few weeks, this is owing to there practically being no roads

at all; but this will soon be remedied now that Municipalities are being formed in the different parts of the Province.

Work is not so brisk in winter as in the summer, but there is a certain amount of work done inside houses by bricklayers, carpenters, plasterers, and labourers; the foundries are going; a large quantity of timber for the railways and other purposes has to be cut, and there is much hauling performed.

I should not advise any one to *go out* in the winter, as things are not so brisk as at other times, and extra men are not as a rule employed in the building trades or for agricultural purposes. But the city is extending rapidly every year, other new places are springing up, and, with the extension of railway construction, the outlook for working men is very good for some years to come. Masons are not much in demand at present. Very good bricks are made in the vicinity of Winnipeg. The requirements in the way of Saddlers are limited, but good men can always make openings for themselves. Bootmakers stand a chance of doing well, especially if they take up a grant of land in some new and rising district. Good men can also always rely upon employment in the towns.

Free grants of good land can be had about 200 miles from Winnipeg. This distance is no disadvantage now, owing to the way the country is, and will continue to be, developed by means of railways. Land near new towns and villages can be had from about \$2 to \$10 per acre, according to position and distance.

The men I should advise to go out in the spring—say the latter end of March—are farmers, millers, farm-labourers, carpenters, bricklayers, plasterers, smiths, moulders, and handy men willing to turn their hands to any rough work. The demand for female domestics is also great. The wages range from \$10 to \$15 per month, all found; good cooks get more. The cost of a through ticket to females of this class is £1 less than the assisted passage before named.

Men should take out what clothes they can. The better class of clothes are dearer in Winnipeg than here; but working suits are much about the same price.

Speaking of luggage, the steamers and the railways only take a certain amount free—say a box about  $2\frac{1}{2}$  feet long by

2 feet broad, and 2 feet deep. Anything over has to be paid for; and the distance is so great, that to cumber one's self with baggage would be expensive—indeed, the carriage might cost more than the things could be obtained for in Winnipeg.

The following are the average prices of necessaries in Winnipeg:—

Bread . . . . .	5d. per 4 lb. loaf.
Butter . . . . .	10d. to 1/8 per lb.
Beef . . . . .	4d. per lb.
Mutton . . . . .	5½d. per lb.
Pork . . . . .	5d. per lb.
Bacon . . . . .	7½d. per lb.
Flour . . . . .	5¼d. per quartern.
Milk . . . . .	3d. to 5d. per qt.
Tea . . . . .	1/7 to 3/6 per lb.
Coffee . . . . .	10d. to 1/4 per lb.
Sugar . . . . .	4d. to 6d. per lb.
Potatoes . . . . .	½d. per lb.
Cheese . . . . .	8d. to 1s. per lb.
Salt (Common) . . . . .	½d. per lb.
Salt (Fine Table) . . . . .	1¼d. per lb.
Pepper . . . . .	1s. per lb.
Rice . . . . .	1½d. to 4d. per lb.
Coals . . . . .	£3 to £5 per ton.
Wood . . . . .	\$3 to \$5½ per cord.

(2¼ cords of wood are considered equal to a ton of coals.)

It will be seen that coal is dear; this is because it has to be brought from a distance; as soon as the railways open up the country, it will get cheaper. I may add that so much coal is not wasted as here—I mean that the heat is carried through the houses and utilized before passing out; and the stoves are more economical than open grates. Workmen should take their tools out, bearing in mind the extra carriage. These articles are very little dearer in Winnipeg than here.

Any further information can be obtained from the Secretary, Canadian Government Offices, 9, Victoria Chambers, London, S. W."

(Signed) E. H. LEWIS.

LONDON, February 14th, 1882.

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## APPENDIX II.

### REGULATIONS FOR THE DISPOSAL OF FREE GRANT, PRE-EMPTION, AND OTHER PUBLIC LANDS IN MANITOBA AND THE NORTH-WEST TERRITORY OF CANADA.

“The following Regulations for the sale and settlement of Dominion Lands in the Province of Manitoba and the North-West Territories shall, on and after the 1st day of January, 1882, be substituted for the Regulations now in force, bearing date the twenty-fifth day of May last :

1. The surveyed lands in Manitoba and the North-West Territories shall, for the purposes of these Regulations, be classified as follows :—

*Class A.*—Lands within twenty-four miles of the main line or any branch line of the Canadian Pacific Railway, or either side thereof.

*Class B.*—Lands within twelve miles, on either side, of any projected line of railway (other than the Canadian Pacific Railway) approved by Order in Council, published in the *Canada Gazette*.

*Class C.*—Lands south of the main line of the Canadian Pacific Railway not included in Class A or B.

*Class D.*—Lands other than those in Classes A, B and C.

2. The even numbered sections in all the foregoing classes are to be held exclusively for homesteads and pre-emptions.

a. Except in Class D where they may be affected by colonization agreements as hereinafter provided.

b. Except where it may be necessary, out of them, to provide wood lots for settlers.

c. Except in cases where the Minister of the Interior, under provisions of the Dominion Lands Acts, may deem it expedient to withdraw certain lands, and sell them at public auction

or otherwise deal with them as the Governor in Council may direct.

3. The odd-numbered sections in Class A are reserved for the Canadian Pacific Railway Company.

4. The odd-numbered sections in Classes B and C shall be for sale at \$2.50 per acre, payable at time of sale :

a. Except where they have been or may be dealt with otherwise by the Governor in Council.

5. The odd-numbered sections in Class D shall be for sale at \$2 per acre, payable at time of sale :

a. Except where they have been or may be dealt with otherwise by the Governor in Council.

b. Except lands affected by colonization agreements, as hereinafter provided.

6. Persons who, subsequent to survey, but before the issue of the Order in Council of 9th October, 1879, excluding odd-numbered sections from homestead entry, took possession of land in odd-numbered sections by residing on and cultivating the same, shall, if continuing so to occupy them, be permitted to obtain homestead and pre-emption entries as if they were on even-numbered sections.

#### PRE-EMPTIONS.

7. The prices for pre-emption lots shall be as follows :—

For lands in Classes A, B and C, \$2.50 per acre.

For lands in Class D, \$2.00 per acre.

Payment shall be made in one sum at the end of three years from the date of entry, or at such earlier date as a settler may, under the provisions of the Dominion Lands Acts, obtain a patent for the homestead to which such pre-emption lot belongs.

#### COLONIZATION.—PLAN NUMBER ONE.

8. Agreements may be entered into with any company or person (hereinafter called the party) to colonize and settle tracts of land on the following conditions:—

a. The party applying must satisfy the Government of its good faith and ability to fulfil the stipulations contained in these regulations.

*b.* The tract of land granted to any party shall be in Class D.  
9. The odd-numbered sections within such tract may be sold to the party at \$2 per acre, payable, one-fifth in cash at the time of entering into the contract, and the balance in four equal annual instalments from and after that time. The party shall also pay to the Government five cents per acre for the survey of the land purchased by it, the same to be payable in four equal annual instalments at the same time as the instalments of the purchase money. Interest at the rate of six per cent. per annum shall be charged on all past due instalments.

*a.* The party shall, within five years from the date of the contract, colonize its tract.

*b.* Such colonization shall consist in placing two settlers on homesteads on each even-numbered section, and also two settlers on each odd-numbered section.

*c.* The party may be secured for advances made to settlers on homesteads according to the provisions of the 10th section of the Act 44 Vic., chap. 16. (The Act passed in 1881 to amend the Dominion Lands Acts.)

*d.* The homesteads of 160 acres shall be the property of the settler, and he shall have the right to purchase the pre-emption lot belonging to his homestead at \$2 per acre, payable in one sum at the end of three years from the date of entry, or at such earlier date as he may under the provisions of the Dominion Lands Acts obtain a patent for his homestead.

*e.* When the settler on a homestead does not take up the pre-emption lot to which he has a right, the party may within three months after the settler's right has elapsed purchase the same at \$2 per acre, payable in cash at the time of purchase.

10. In consideration of having colonized its tract of land in the manner set forth in sub-section *b* of the last preceding clause, the party shall be allowed a rebate of one-half the original purchase-money of the odd-numbered sections in its tract.

*a.* During each of the five years covered by the contract an enumeration shall be made of the settlers placed by the party in its tract, in accordance with sub-section *b* of clause 9 of these regulations, and for each *bonâ fide* settler so found therein a rebate of one hundred and twenty dollars shall be

credited to the party; but the sums so credited shall not in the aggregate at any time exceed one hundred and twenty dollars for each *bonâ fide* settler found within the tract, in accordance with the said sub-section, at the time of the latest enumeration.

b. On the expiration of the five years an enumeration shall be made of the *bonâ fide* settlers on the tract, and if they are found to be as many in number and placed in the manner stipulated for in sub-section b of clause 9 of these regulations, a further and final rebate of forty dollars per settler shall be credited to the party, which sum, when added to those previously credited will amount to one-half of the purchase-money of the odd-numbered sections and reduce the price thereof to one dollar per acre. But if it should be found that the full number of settlers required by these regulations are not on the tract, or are not placed in conformity with sub-section b of clause 9 of these regulations, then, for each settler fewer than the required number or not placed in conformity with the said sub-section, the party shall forfeit one hundred and sixty dollars of rebate.

c. If at any time during the existence of the contract the party shall have failed to perform any of the conditions thereof the Governor in Council may cancel the sale of the land purchased by it and deal with the party as may seem meet under the circumstances.

d. To be entitled to rebate the party shall furnish to the Minister of the Interior evidence that will satisfy him that the tract has been colonized and settled in accordance with sub-section b of clause 9 of these regulations.

#### PLAN NUMBER TWO.

11. To encourage settlement by capitalists who may desire to cultivate larger farms than can be purchased where the regulations provide that two settlers shall be placed on each section (but without diminishing the number of settlers required to be placed within each township), agreements may be entered into with any company or person (hereinafter called the party) to colonize and settle tracts of land on the following conditions :—

a. The party applying must satisfy the Government of its good faith and ability to fulfil the stipulations contained in these regulations.

b. The tract of land granted to any party shall be in Class D.

c. All the land within the tract may be sold to the party at two dollars per acre, payable in cash, at the time of entering into the contract. The party shall at the same time, pay to the Government five cents per acre for the survey of the land purchased by it.

d. The party shall, within five years from the date of the contract, colonize the township or townships comprised within its tract.

e. Such colonization shall consist in placing one hundred and twenty-eight *bonâ fide* settlers within each township.

12. In consideration of having colonized its tract of land in the manner set forth in sub-section e of the last preceding clause, the party shall be allowed a rebate of one-half of the original purchase-money of its tract.

a. During each of the five years covered by the contract, an enumeration shall be made of the settlers placed by the party in its tract, in accordance with sub-section e of clause 11 of these regulations, and for each *bonâ fide* settler so found therein, a rebate of one hundred and twenty dollars shall be repaid to the party; but the sums so repaid shall not, in the aggregate, at any time exceed one hundred and twenty dollars for each *bonâ fide* settler found within the tract, in accordance with the said sub-section at the time of the latest enumeration.

b. On the expiration of the five years, an enumeration shall be made of the *bonâ fide* settlers placed by the party in its tract, and if they are found to be as many in number, and placed in the manner stipulated for in sub-section e of clause 11 of these regulations, a further and final rebate of forty dollars per settler shall be repaid, which sum, when added to those previously repaid to the party, will amount to one-half of the purchase-money of its tract, and reduce the price thereof to one dollar per acre. But if it should be found that the full number of settlers required by these regulations are not on the tract, or are not placed in conformity with the said sub-section, then, for each settler fewer than the required

number or not settled in conformity with the said sub-section, the party shall forfeit one hundred and sixty dollars of rebate.

c. To be entitled to rebate, the party shall furnish to the Minister of the Interior evidence that will satisfy him that the tract has been colonized and settled in accordance with sub-section *c* of clause 11 of these regulations.

#### OFFICIAL NOTICE.

13. The Government shall give notice in the *Canada Gazette* of all agreements entered into for the colonization and settlement of tracts of land under the foregoing plans, in order that the public may respect the rights of the purchasers.

#### TIMBER FOR SETTLERS.

14. The Minister of the Interior may direct the reservation of any odd or even numbered section having timber upon it, to provide wood for homestead settlers; and each such settler may, where the opportunity for so doing exists, purchase a wood lot, not exceeding twenty acres, at the price of \$5 per acre in cash.

15. The Minister of the Interior may grant, under the provisions of the Dominion Lands Acts, licenses to cut timber on lands within surveyed townships. The lands covered by such licenses are hereby withdrawn from homestead and pre-emption entry, and from sale.

#### PASTURAGE LANDS.

16. Under the authority of the Act 44 Vict., chap. 16, leases of tracts for grazing purposes may be granted on the following conditions:—

a. Such leases to be for a period of not exceeding twenty-one years, and no single lease shall cover a greater area than 100,000 acres.

b. In surveyed territory, the land embraced by the lease shall be described in townships and sections. In unsurveyed territory, the party to whom a lease may be promised shall, before the issue of the lease, cause a survey of the tract to be made, at his own expense, by a Dominion Lands Surveyor,

under instructions from the Surveyor-General; and the plan and field notes of such survey shall be deposited on record in the Department of the Interior.

c. The lessee shall pay an annual rental at the rate of \$10 for every 1000 acres embraced by his lease, and shall within three years from the granting of the lease, place on the tract one head of cattle for every ten acres of land embraced by the lease, and shall during its term maintain cattle thereon in at least that proportion.

d. After placing the prescribed number of cattle upon the tract leased, the lessee may purchase land within his leasehold for a home, farm, and *corral*, paying therefor \$2.00 per acre in cash.

e. Failure to fulfil any of the conditions of his lease shall subject the lessee to forfeiture thereof.

17. When two or more parties apply for a grazing lease of the same land, tenders shall be invited, and the lease shall be granted to the party offering the highest premium therefor in addition to the rental. The said premium to be paid before the issue of the lease.

#### GENERAL PROVISIONS.

18. Payments for land may be made in cash, scrip, or Police or Military Bounty Warrants.

19. These Regulations shall not apply to lands valuable for town plots, or to coal or other mineral lands, or to stone or marble quarries, or to lands having water power thereon; or to sections 11 and 29 in each township, which are school lands, or sections 8 and 26, which belong to the Hudson's Bay Company."

By order,

LINDSAY RUSSELL,

*Surveyor-General.*

Department of the Interior, Ottawa,  
23rd December, 1881.

