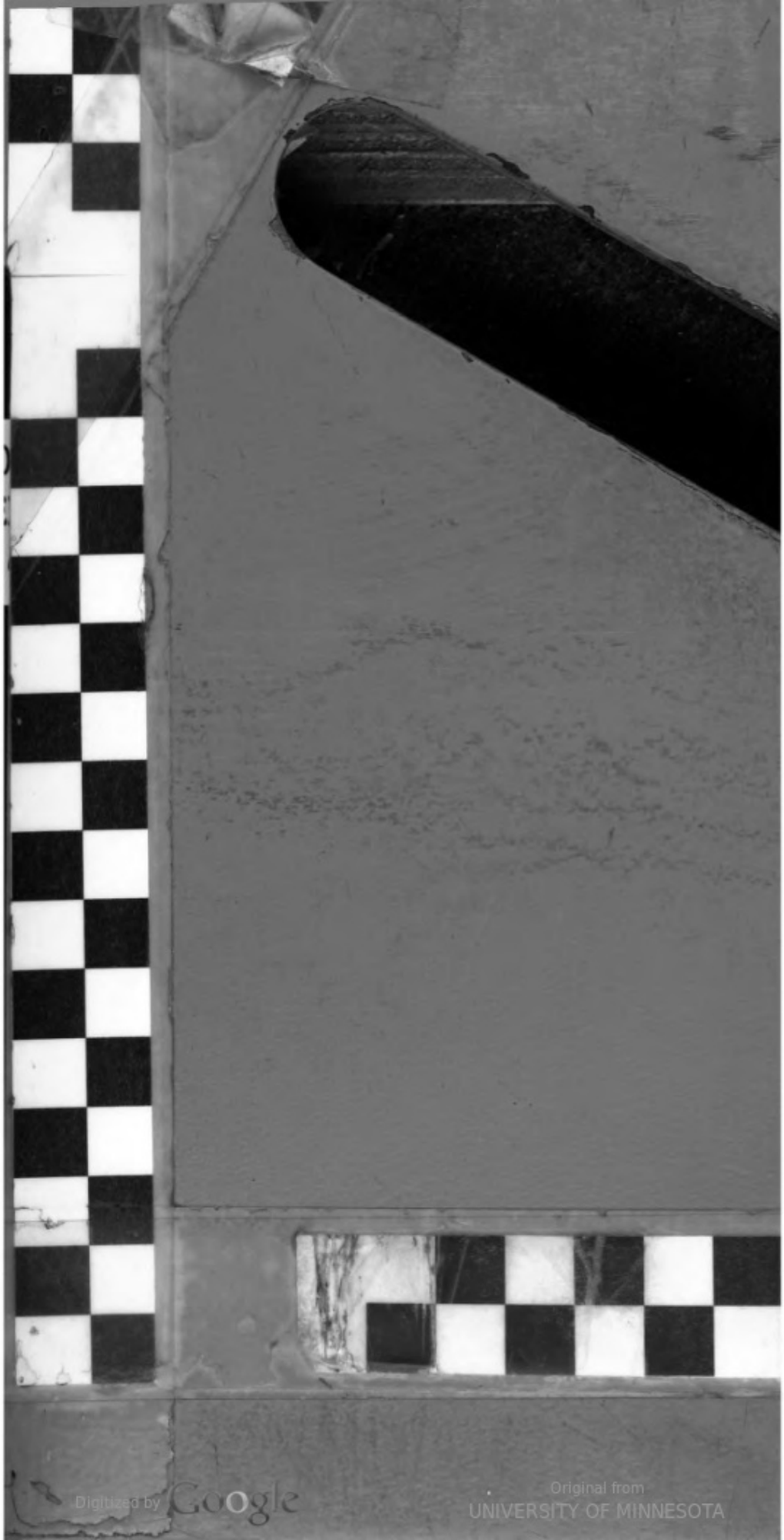

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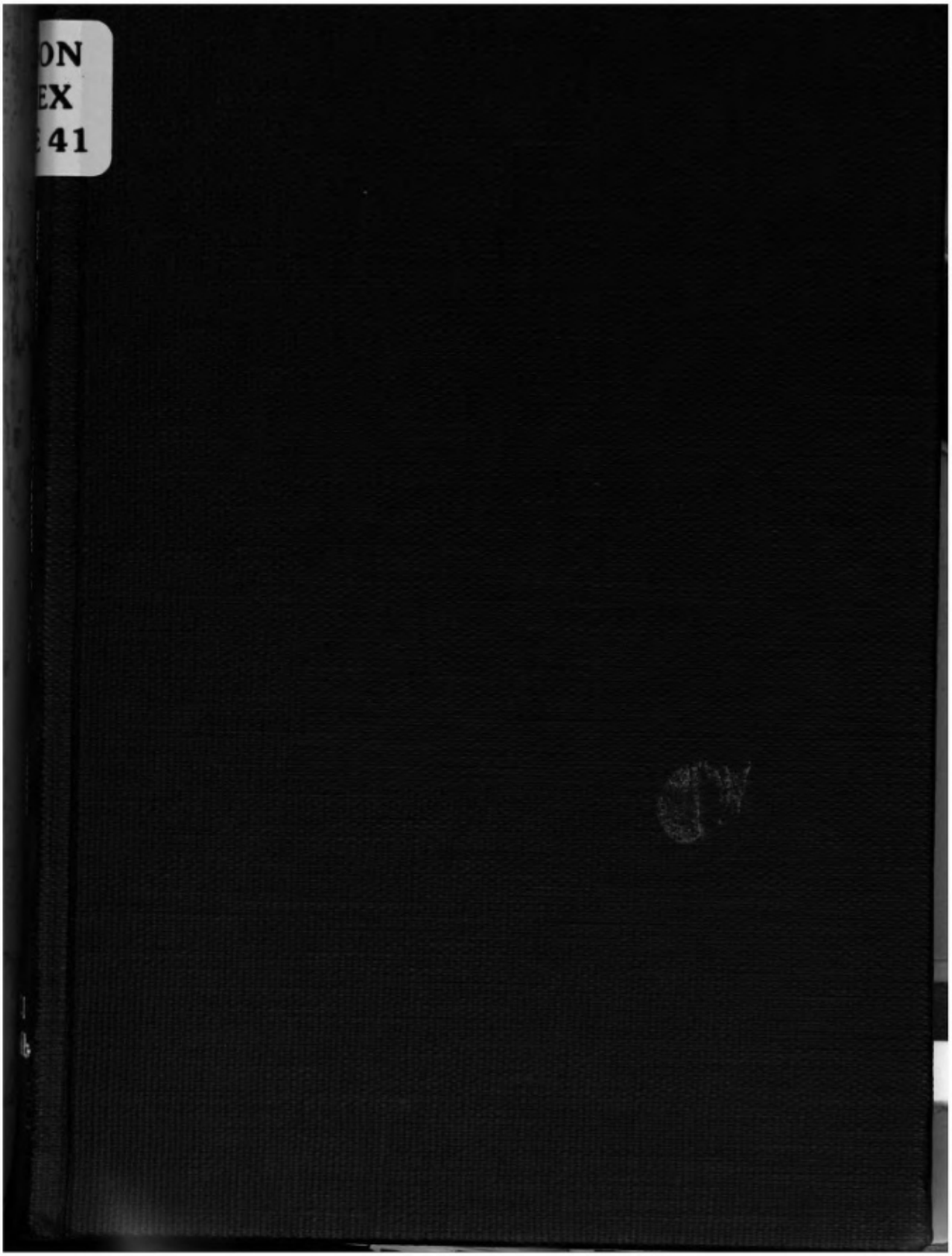

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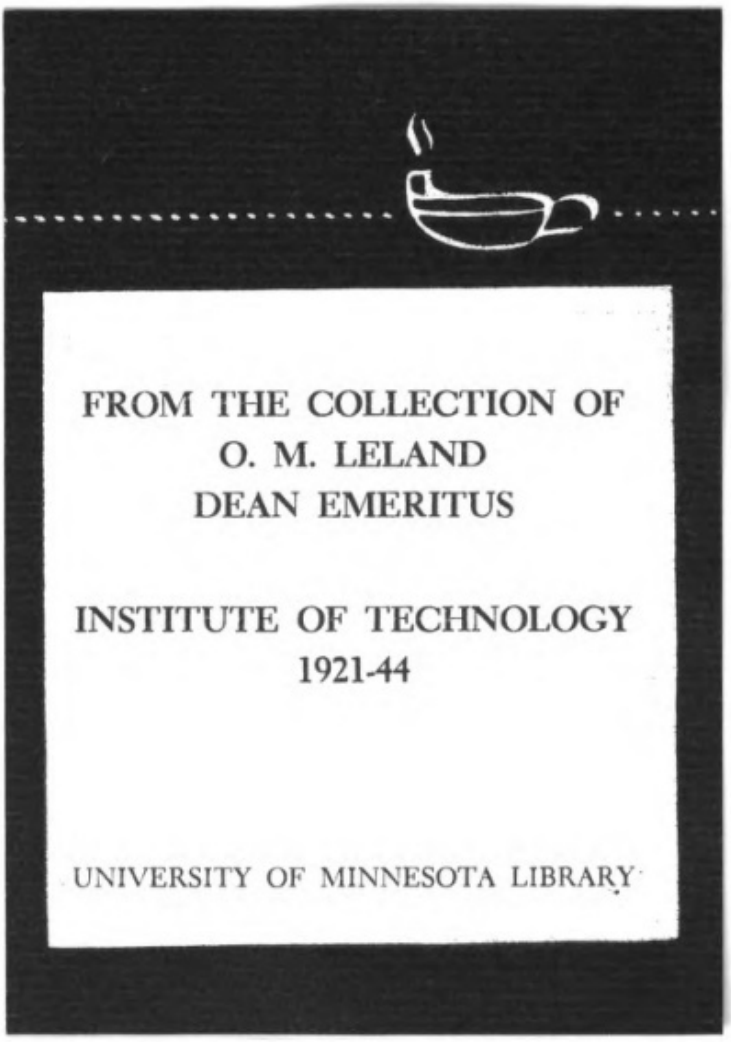

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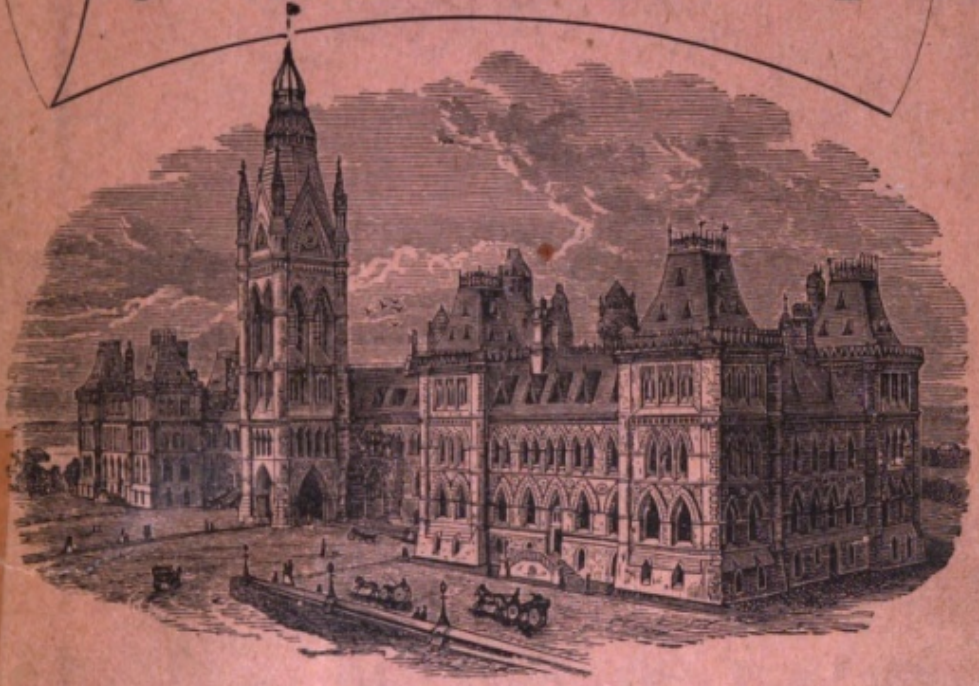
A GUIDE BOOK



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with Illustrations and Map

PUBLISHED BY THE DEPARTMENT OF AGRICULTURE OF THE GOVERNMENT OF CANADA

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THE DEPARTMENT OF AGRICULTURE
1886

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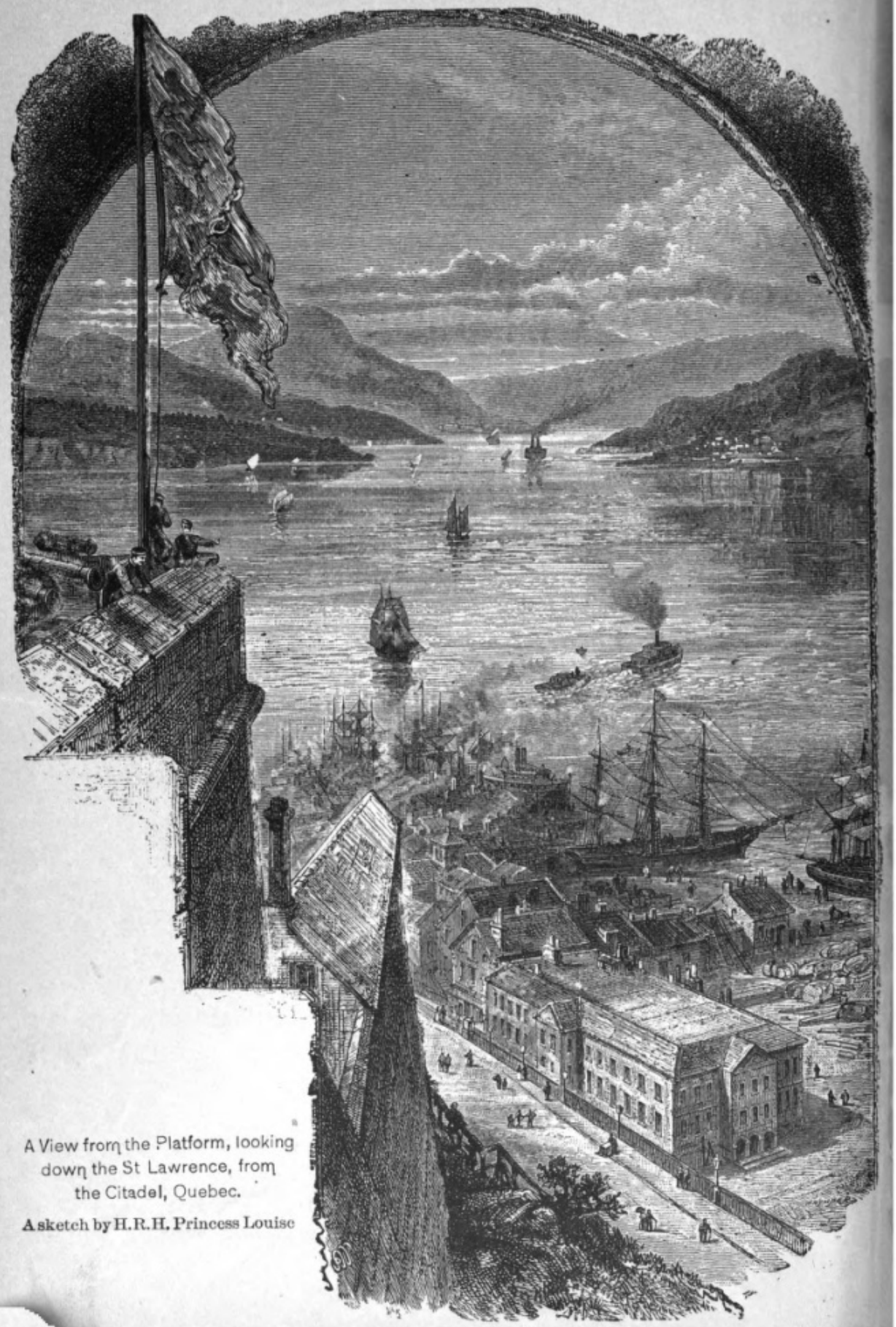

A View from the Platform, looking down the St Lawrence, from the Citadel, Quebec.

A sketch by H.R.H. Princess Louise

A VIEW AT QUEBEC.

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WITH ILLUSTRATIONS

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TABLE OF CONTENTS

CHAPTER I.—INTRODUCTORY.

PAGE

Motives to Emigrate 1
Emigration from Europe 2
Classes who should Emigrate 2
Position and Extent of Canada 4

CHAPTER II.—FACTS ABOUT THE DOMINION.

SYSTEM OF GOVERNMENT.

Federal Government 6
Provincial Government 6
Municipal Government 6
Education 7
Social Position 7
Religion 8

ADMINISTRATION OF JUSTICE.

The Courts 8
Police 8
Militia System 9
Naturalization Laws 9
Climate of Canada 10
Land System 12
Selling and System of Conveying Lands 13
Farms for Sale 13

POST OFFICE AND TELEGRAPHS.

Postal System 14
Telegraphs 15
Newspaper Press 15

MONEY, BANKS AND BANKING.

Bills and Coins 16
Banking 16
Denominations of Money 16

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Chapter III.—PRODUCTIONS OF CANADA.

PAGE

Farming and Stock-Breeding 17
Dairy Farming..... 23
Market Gardening, Poultry-Raising and Bee-Keeping..... 23
Fruit-Growing..... 23
Forest Products..... 25
Products of the Mine..... 25

Chapter IV.—PUBLIC WORKS.

Canadian Canal and Inland Navigation System..... 30
Canadian Railways..... 34

Chapter V.—PICTURESQUE AND SPORTING ATTRACTIONS.

The Tourist and the Artist..... 37
The Sportsman and the Angler..... 41

Chapter VI.—CANADA AS SHOWN BY FIGURES.

Area of Provinces and Territory..... 44
Population of the Dominion 44
Trade of the Dominion..... 45
Imports and Exports..... 45
Canadian Fisheries..... 45
Revenue of the Dominiou..... 45
Debt and Assets of the Dominion..... 45
Banking..... 45

Chapter VII.—PROVINCES OF THE DOMINION.

Province of Ontario.

Extent and Position..... 47
Population, Occupations and Cities..... 47
Resources, and Demands for Labour..... 50
Prosperity of Immigrants in Ontario..... 50
Climate and Productions..... 50
Means of Education..... 56
Farms and Lands..... 56
Free Grant Lands..... 56
Conditions of Successful Settlement on Free Grants..... 56
Advantages for Persons with Means..... 57

Province of Quebec.

Extent and General Capabilities..... 57
River St. Lawrence..... 60
Chief Cities..... 60
Lands and Surveys..... 61
Climate 61
Soil and Productions 61

Digitized by Google
Original from UNIVERSITY OF MINNESOTA

PAGE

Population and Industries 62
Territorial Divisions and Municipal Institutions..... 62
Means of Communication..... 62
Minerals and Fisheries..... 62
Education 63
Religious and Charitable Institutions 63
Farms for Sale, and Prices of Government Lands..... 61
Valley of the Saguenay..... 64
Valley of St. Maurice..... 64
Valley of the Matawan..... 64
Ottawa Valley..... 64
Below Quebec..... 65
Free Grants and Exemptions..... 65
Titles to Lands..... 65

THE EASTERN TOWNSHIPS.

Climate and Productions..... 66
Soil and Features..... 66
Settlement on Land, and Purchase of Improved Farms..... 66
Productions and Minerals..... 67
Communications and Markets..... 67
Suitability for Emigrants..... 67

PROVINCE OF NEW BRUNSWICK.

General Features..... 67
Rivers..... 68
Climate..... 68
Products..... 69
Fisheries 70
Education..... 70
Social Life, and Adaptability for Settlers from Great Britain..... 70

PROVINCE OF NOVA SCOTIA.

General Features..... 71
Climate 71
Soil and the Productions thereof..... 71
Peat Lands..... 72
Production of the Sea and Rivers..... 72
Woods and Forests..... 72
Game 73
Mines and Minerals..... 73
Crown Lands..... 73
Education 74
Trade and Commerce..... 74
Internal Communication..... 47
Time to Immigrate..... 75
Halifax Harbour..... 75

PROVINCE OF PRINCE EDWARD ISLAND.

General Features—Climate, Industries, etc..... 75

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PROVINCE OF MANITOBA. PAGE

General Features ... 76
Climate, Soil and Productions ... 76
Yields of Grain ... 80
Fruits, and what may be Grown ... 80
Roots and Vegetables ... 82
Cattle and Stock Raising ... 82
Communications and Markets ... 82
System of Survey, and Directions for Taking up Farms ... 83
Free Grants and Pre-emptions ... 85
Directions respecting Lands ... 85
What Capital to begin with ... 85
Hints for Settlers in Manitoba ... 86
What to take to Manitoba ... 88
Routes, and when to go ... 88
Canadian Pacific Railway Lands ... 88
Hudson Bay Company's Lands ... 89
School Lands ... 89
Lands at Private Sale ... 89

PROVINCE OF BRITISH COLUMBIA.

General Features ... 90
Harbours ... 90
Climate ... 91
Mineral Wealth—Immense Gold and Coal Deposits ... 92
Forests ... 93
Fisheries ... 95
Agriculture and Fruit Growing ... 95
Manufactures and Exports ... 96
Population ... 96
Land Regulations ... 97

CHAPTER VIII.—THE NORTH-WEST TERRITORIES.

General Features ... 99

PROVISIONAL DISTRICTS.

District of Assiniboia ... 101
Saskatchewan ... 106
Alberta ... 106
Athabasca ... 109

CHAPTER IX.—TESTIMONY OF SETTLERS, TRAVELLERS, DELEGATES AND EMINENT MEN.

Earl of Dufferin ... 110
Marquis of Lorne ... 110
Rev. James MacGregor ... 111
Hon. Horatio Seymour ... 113
Professor Sheldon ... 113
The late Hon. Wm. Seward ... 113
Captain Palliser ... 113

Digitized by Google
Original from UNIVERSITY OF MINNESOTA

PAGE

Archbishop Tache 114
Lieut.-Governor Robinson 114
Sir R. W. Cameron, New York 116
Mr. Blodgett (U.S., Author on Climatology) 116
Attorney-General and Governor of Wisconsin 118
Archbishop Lynch. 118
Test of Saskatchewan Coal 120
Testimony of One Hundred and Fifty-three Farmers 120
Hon. Mr. Sutherland. 121
Prof. Macoun 122
Extracts from Reports of Tenant Farmers' Delegates from the United Kingdom 123
Harvey J. Philpot, M.D. 126
Mr. Marshall 126
J. W. Taylor 127
Hon. A. W. Ogilvie 127

Chapter X.—INFORMATION AND ADVICE FOR INTENDING EMIGRANTS.

Government Agents 128
Immigrant Stations in Canada 129
Persons who should and who should not emigrate to Canada 130
The Time to Emigrate 130
Ocean Fares, and best way to reach Canada 131
Buying Tickets 131
During the Passage 132
Luggage 132
What to take 133
Money 133
Practical Suggestions for Intending Settlers 134
Rates of Wages in Canada 135
Tables of Wages in 1885 ..... 136, 137
Tables of Retail Prices of Food and Raiment 138

APPENDIX.

Dominion Lands Regulations.

Homesteads 143
Pre-emptions 143
Timber 144
Sales 144
Payments 144
Coal 144
Mineral Lands 144

Canadian Pacific Railway Company's Lands.

Terms of Payment 145
Rebate 145
General Conditions 145

Digitized by Google
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Census Abstract.

PAGE
Census of Canada—1871 and 1881 compared 146
Proportions 146

Census of 1881.

Religions of the People 147
Origins of the People 147
Birthplaces of the People 148
Increase per cent. in Population 148
Population of Cities and Towns having over 5,000 inhabitants compared 149

Exports and Imports.

Summary of Exports 150
Value of Fisheries of the Dominion 151

Railways.

Cost of Canadian Railways 151

Banking.

Bank Statement for December, 1884 and 1885 153
Government Circulation, 31st December, 1885 154
Amount of Deposits in Savings Banks 154
Government Savings Banks, December, 1885 154
Post Office Savings Bank 154
City and District Savings Bank of Montreal 154
Caisse d'Economie de Quebec 154

Canadian Canals.

St. Lawrence System 155
Ottawa Canals 155
St. Lawrence and New York 155
Trent River Navigation 155
St. Peter's Canal 155

Distances.

Quebec to Liverpool *via* Straits of Belle Isle and Malin Head 156
Quebec to Liverpool *via* Cape Race and Malin Head 156
Great Circle or Air Line Distances 156

Analysis of Manitoba Soil.

Analysis of Sample of Manitoba Soil 157

Naturalization.

United States Naturalization Law 158
Declaratory Statement of a United States Citizen 156
Final Obligation of a United States Citizen 158
Canadian Naturalization and Passports 159

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ILLUSTRATIONS

	PAGE
FRONTISPIECE. A View at Quebec.	
Niagara Falls, from C.S.R. Line	xii
Muskoka Lakes	3
Parliament House, Ottawa	7
Departmental Buildings, Ottawa (East Block)	9
Departmental Buildings, Ottawa (West Block)	11
Post Office, Ottawa	14
Belvoir Farm Homestead, Delaware, Ont.,	18
The Belvoir Farm, Delaware, Ontario	19
An Ontario Farm View at Burlington, Ontario	21
An Ontario Homestead, Burlington, Ontario	22
Jersey Cattle on an Ontario Farm	24
An Ontario Vineyard at East Hamilton	26
Apple Orchard, East Hamilton, Ontario	27
View from Governor-General's Quarters, Citadel, Quebec	31
An Ontario Farm, St. Ann's, Ontario	32
An Ontario Farm Homestead, St. Ann's, Ontario	33
Wolfe's Cove: a View above Quebec	35
Part of the Lower Ramparts: a View at Quebec	38
Ditch and Ramparts: a View at Quebec	40
Interior of the Citadel, Quebec	42
Niagara Falls, from Wesley Park	46
Toronto in 1834	48
Toronto in 1886	49
City of St. Thomas	51
City of Ottawa	51
A View in the City of London, Ontario	52
City of London	53
City of Belleville	53
City of Kingston	54
City of Guelph	55
Town of Paris	55
City of Brantford	55
City of St. Catharines	57
City of Hamilton	58
Port Arthur, Lake Superior	59
Citadel, Quebec, and a River Steamer	60
City of Montreal, from the Harbour	61
City of Halifax	74

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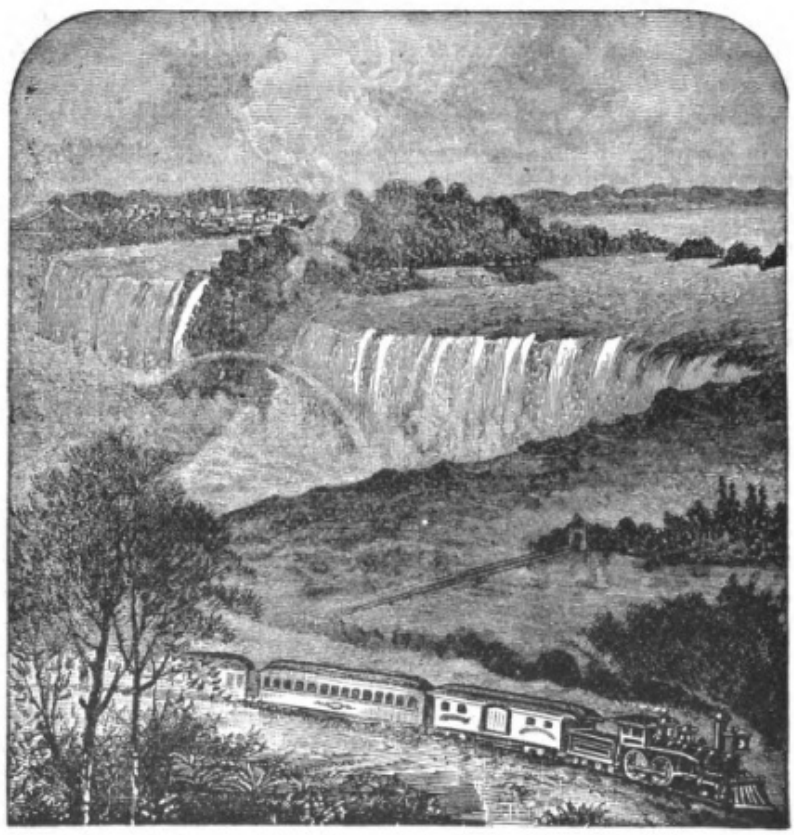
PAGE

Winnipeg in 1871 78
Winnipeg in 1884 79
Minnedosa 81
Homestead Farm at Kildonan, near Winnipeg 84
A Prairie Scene 87
City of Victoria, Vancouver Island, B.C 90, 91
Logging Scene in British Columbia 94
"Bell Farm," Indian Head Station, C.P.R 100
Sulky Ploughs on the "Bell Farm" 102
Twenty-three Reapers at work on the "Bell Farm" 103
Medicine Hat, 660 miles west of Winnipeg 105
A Rocky Mountain View in the District of Alberta 108
A View in the North-West 109
A Peep at the Rockies, from near Padmore 115
Approaching the Rocky Mountains. Bow River 119
Products of Field and Orchard 124



NIAGARA FALLS, FROM THE CANADA SOUTHERN RAILWAY.

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DOMINION OF CANADA.

INFORMATION FOR INTENDING SETTLERS.

Published by the Government of Canada.

CHAPTER I.

INTRODUCTORY.

MOTIVES TO EMIGRATE.

THE first question which a man who thinks of emigrating should ask himself is, "Why should I do so?" And this is perhaps the most important practical question of his life. It means the breaking up of all the old ties and associations of his childhood, and beginning life afresh in a new country, where everything will at first seem new and strange to him. He will, however, in a very short time become familiar with his new surroundings, and the general experience is, that when an immigrant has lived for a few years in Canada, he is not willing to leave. It has happened in many cases, where the old home feeling was very strong, that men who have gone back to the Old Country with the intention of staying, have soon returned to Canada.

It is true that emigration has led to many cases of individual hardship, but these are the exceptions to the rule; and it is a fact that they have nearly always come from the unfitness to emigrate at all of the persons who have suffered.

The object of this book is to furnish such information as will assist in forming a decision upon the question, "Why should I emigrate?" The greatest care will be taken to make no statement not based upon well ascertained facts and figures, or which is not within the actual knowledge of the author.

When a man is doing well at home, and sees his way to continue to do so, it may be a safe rule for him to let well alone. But a man may be doing well himself, who has a family to bring up; and it will very often happen that such a man may do equally well in Canada, and find a far better chance for educating and advantageously placing his family, than he could find among the crowded and constantly increasing population of the Mother Country.

An intending emigrant should have above all things good health, and be stout-hearted. A man who comes to work should be prepared to do anything at first that comes to his hand; and he should try to adapt himself to the ways of the new country in which he has placed his lot. He may have many things to unlearn, and also to learn, and especially he should learn to follow the practices proved to be wise, by the experience of the new country to which he goes, rather than make any attempt to push them aside by the use of the practices of the old country which he has left. This is a truth which men always in the end come to find out, and many have done so through disappointments which might have been avoided.

The condition of success in Canada is, honest work; and none should come seeking to make a living who have not made up their minds to work. Canada is no place for the

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idle or the dissipated, and none of this class should think of coming. But men of families who have even small means to live on, may do so cheaply and with comfort in Canada, and educate and settle their children with the best prospects.

The late Minister of Agriculture (the Hon. J. H. Pope) stated in a Memorandum to the Colonial Secretary, which has been before quoted, but which cannot be too often read, that

"There are very many thousands of persons throughout the Dominion who came to this country as labourers, without any means, in fact almost in a state of pauperism, and tenant farmers with very little means, who have attained a state of comparative independence, being proprietors of their own farms, and having laid by sufficient means for their declining years, while they have educated their children and settled them in conditions of ease and plenty.

"In fact, the inducements to emigrate to Canada are not simply good wages and good living among kindred people under the same flag, in a naturally rich country, possessing a pleasant and healthy climate, but the confident prospect which the poorest may have of becoming a proprietor of the soil, earning competence for himself, and comfortably settling his children."

These are facts which many thousands—not only poor men, but men with families who are now themselves getting good livings in the Old Country—may profitably ponder.

EMIGRATION FROM EUROPE.

The continuous stream of emigration from the old settled countries of Europe has, within the last fifty years, constituted an exodus which is one of the most remarkable features of modern history, and there is very little sign of its abatement. On the contrary, those who have settled in new countries are constantly inducing their friends to join them, and so the current becomes wider and deeper.

It has in fact built up great and populous communities in Australasia, and on the continent of America.

About two millions and a half of people have emigrated from and through Great Britain alone during the last twelve years; and the movement, as already stated, does not begin to show any signs of exhaustion. During the years 1882 and 1883 it was larger than ever before, as well from the United Kingdom as from Germany and other parts of Europe. It appears, however, that even in the face of this outflow there is crowding in the labour markets, and a very large amount of pauperism. Emigration relieves both of these, while it builds up prosperous and happy communities in hitherto waste places of the earth.

One feature of this emigration is that very large amounts of money are sent home by the immigrants within one year after their arrival, to prepay the passages of their friends, in order to enable them also to emigrate. The Irish and the Germans have been particularly conspicuous in sending back money for this purpose. No accurate statistics of the amounts can be obtained; but it is known that the sum sent to the United Kingdom alone in one year reached over $10,000,000 (or over £2,000,000 sterling); and it is also known that many thousand Germans and other immigrants come annually in the class known as "prepaids," that is, by money sent by friends who had come before to this continent. These striking facts are proof of the prosperity of the immigrants in their new homes.

It is to show reasons why a large portion of this emigrating movement should be directed to the Dominion of Canada, that this book is published.

CLASSES WHO SHOULD EMIGRATE.

To prevent disappointments, it is important to point out with distinctness the classes of persons who should be advised to emigrate to Canada.

The first great demand is for LABOURERS of all kinds. Agriculture being a leading industry of Canada, the first great and steady demand is for men who work on land.

The demand for agricultural labourers has been and will probably continue to be greater than the supply for some time to come.

Next in extent of demand is that for FEMALE DOMESTIC SERVANTS. Very large numbers of these would find immediate employment and good wages in all parts of the Dominion.

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VIEWS IN MUSKOKA.

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MECHANICS AND ARTISANS, skilled in what may be called the common trades (such as carpenters, joiners, bricklayers, etc.), in view of the fluctuations of demand for their labour, would do well to take special information relative to their respective trades before starting, unless their intention is to change their callings and become agriculturists.

The completion of the Pacific Railway is now a fact, and it will be sure to lead to very rapid settlement in the Canadian North-West, and this in its turn will be sure to lead to a demand for many kinds of labour.

Children of either sex, watched over on their arrival by the parties who bring them out, may be absorbed in very considerable numbers.

The various manufactories which are in active operation, and springing up in all parts of the Dominion, make a demand for immigrant labour.

The getting out of timber from the forest, and its manufacture, form a leading industry of the Dominion; and the fisheries of Canada, both on the Atlantic and Pacific coasts, which are almost of unlimited extent, afford a field for the particular kind of labour adapted to them.

The mineral resources of the Dominion, of almost every kind, are of vast extent, and these are constantly affording an enlarged field for mining labour.

Professional and literary men, and clerks seeking employment in offices and shops, should not be advised to come to Canada, unless in pursuance of previous engagements, for the reason that there is a tendency to over-supply in these callings from within the Dominion itself. The children of immigrants of the working classes, to a large extent, seek, as they grow up, these pursuits.

The demand in Canada for immigrants is constantly increasing, and the opening up of the vast and fertile territory of the North-West is attracting a large immigrant movement, not only from Europe, but from different parts of the continent of America, which has already assumed very large proportions. The questions of wages, cost of living, care of immigrants, and directions as to what they should do, will be treated of in detail in another part of this book.

POSITION AND EXTENT OF CANADA.

In the next place, it is proper that the intending emigrant should have definite information afforded to him of the nature, extent and position on the globe, of the country to which he proposes to move.

The Dominion of Canada occupies the northern half of the continent of North America. It has a territory of about the extent of Europe, and if the inland lakes and other waters are measured, larger than both the United States and Alaska. The southern frontier of Manitoba and the North-West Territory, if extended across the Atlantic Ocean, would strike the continent of Europe a little above the latitude of Paris; while the southern point of the Province of Ontario is as far south as the latitude of Rome. Canada is therefore the physical equivalent on the continent of America of the great empires, republic and kingdoms of Italy, France, Belgium, Germany, Austria, the British Islands, Russia in Europe, and Sweden and Norway.

This vast territory comprises an area in round numbers of 3,500,000 square miles. From east to west it stretches from the Atlantic to the Pacific Ocean, and from the southern latitudes above stated to the arctic circle.

Very large portions of this great territory are cultivable; and those portions not cultivable are rich in mineral wealth. The proportion of cultivable land in the Dominion, suited to the productions of the temperate zones, is quite as large as that in the United States. It possesses the largest extent of land yet open for settlement adapted to the growth of the grasses, cereals, and other productions of the temperate climates, not only on the continent, but in the world.

It has many thousands of square miles of the finest forests on the continent, and many thousands of square miles of the most fertile prairie land.

Its rivers and lakes form one of the most remarkable physical features of the continent. This water system furnishes important facilities for communication; and the course of the St. Lawrence is in the line of the shortest sailing circle across the Atlantic. The same favourable condition prevails on the west coast from the terminus of the Pacific Railway, now completed, across the Pacific Ocean to the markets of China, Japan, and also to Australia. Coupled with these important commercial conditions, there is the fact that the Canadian Pacific Railway crosses the continent on the shortest line through the

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fertile belt, and at the "gate" of the Rocky Mountains, crossing them on immensely more favourable conditions, both as respects grades and curves, than the line of railway which reaches the Pacific coast at San Francisco.

Canada has fisheries of almost boundless extent, both on its Atlantic and Pacific coasts, which are without equals on the continent, or, it is believed, in the world. It has coal-fields of immense extent both on its Atlantic and Pacific coasts; and there are large deposits beneath the surface of its prairie lands east of the Rocky Mountains. It has also iron, gold, silver, copper, lead, and other mines of great richness; together with almost every description of the most valuable building materials; also petroleum, salt, etc.

It has great variety of climates, from the arctic to that of almost the most southern of the temperate zones. The climates of the settled portions of the Dominion, and of the lands open for settlement, are among the most pleasant and healthy in the world, and favourable to the highest development of human energy.

The Dominion of Canada must therefore, from these facts, become in the not distant future the home of one of the most populous and powerful peoples of the earth.

As at present constituted, it is divided into seven provinces, viz.: Nova Scotia, New Brunswick, Prince Edward Island, Quebec, Ontario, Manitoba, and British Columbia, together with the vast extent of North-West Territory; out of which the Districts of Assiniboia, Alberta, Saskatchewan and Athabasca, have been formed; districts which will in the near future become great provinces of the Dominion, each having a territory as large as a European kingdom or empire.

Every immigrant will have an inheritance in the great future of the Dominion, and help to build it up.

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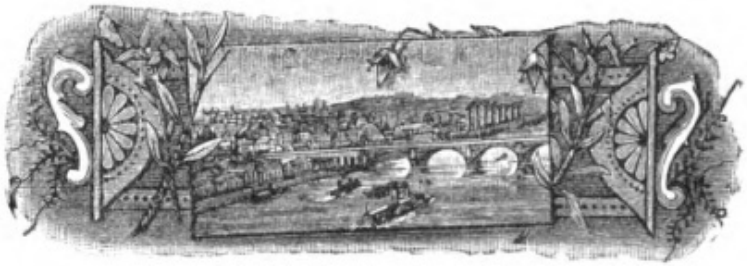

CHAPTER II.

FACTS ABOUT THE DOMINION.

IT is desirable that the intending emigrant should be informed of what may be called FACTS about the Dominion, with respect to its government, its people and their social position, and also with respect to population, wealth and general progress.

SYSTEM OF GOVERNMENT.

The Government of Canada is Federal: that is, there is a Central General Government for the whole Dominion; and the several provinces have separate Legislatures, and manage their own local affairs. The seat of the Federal Government is at Ottawa. The engravings in this chapter represent the Parliament Buildings, which are in three groups, namely, the Parliament House, Departmental Buildings, East Block, and Departmental Buildings, West Block.

Federal Government.

The Federal Government has for its head a Governor-General appointed by the Queen, holding office for five years, having, however, his salary paid by the people of Canada; a Senate, consisting of members who are appointed for life by the Crown on the nomination of the Ministry; a House of Commons, elected by the people of the whole Dominion, under a very free suffrage, almost universal; and a Ministry consisting of Heads of Departments, having seats in the House of Commons and in the Senate, who are responsible to the House of Commons, not only for all moneys expended, but for their tenure of office.

It is believed that this system is practically more free than that of the Republic of the United States, in that it gives the people more direct control over their rulers, to make and unmake them at pleasure, while at the same time it affords conditions of well-ordered stability.

Provincial Government.

The Lieutenant-Governors of the several Provinces are appointed by the Federal or General Government, but the Legislatures are elected by the people of the Provinces, and are independent within their respective spheres.

The Province of Ontario has only one chamber, the Legislative Assembly, and a responsible Ministry,

The Province of Quebec has two chambers, and a responsible Ministry, as have also New Brunswick, Nova Scotia, and some of the other Provinces.

Municipal Government.

There is a very perfect system of Municipal Government throughout the Dominion. Both the counties and townships have local governments or Councils, which regulate their local taxation for roads, taxes for schools and other purposes, so that every man directly votes for the taxes which he pays.

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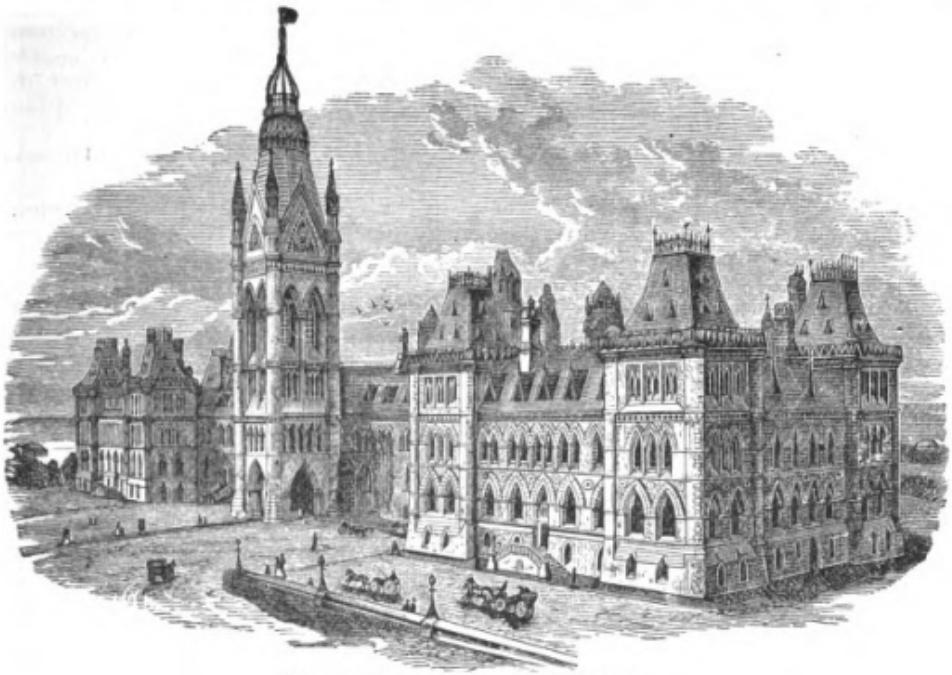

PARLIAMENT HOUSE, OTTAWA.

This system of responsibility, from the municipalities up to the General Government, causes everywhere a feeling of contentment and satisfaction, the people with truth believing that no system of government which can be devised on earth can give them greater freedom.

EDUCATION.

Means of education, from the highest to the lowest, everywhere abound in the Dominion. The poor and middle classes can send their children to free schools, where excellent education is given; and the road to the colleges and higher education is open and easy for all. In no country in the world is good education more generally diffused than in Canada. In many thousands of cases the children of immigrants who came to Canada without any means, in a state of poverty very little removed from absolute pauperism, have received a thorough education, and have the highest prizes which the country offers before them. They have thus attained a state of well-being which would have been impossible for them at home, and which affords the most striking possible contrast with the dismal prospect which the workhouse would have afforded for a large number of them, when their strength for labour should have passed away.

SOCIAL POSITION.

An intending emigrant should be well informed with respect to the social position of the people of the country in which he intends to cast his lot; and here in the first place it may be stated that society is less marked by the distinctions of caste than in the Mother Country; while there is at the same time a careful preservation of those traditions which give the general features to English society, and which are found the world over.

The reasons of this important social fact are plain before the eyes of every observer. Apart from there being no social class of feudal nobility in Canada, almost every farmer and agriculturist in the Dominion is the owner of his acres; the lord of the soil. He owns no master, but is free to do as he wills.

This sense and state of independence among those who follow the leading industry of the Dominion, naturally permeate the whole social system, and produce a condition of social freedom which is impossible in all those countries of the Old World in which feudal castes prevail.

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Agricultural labourers have come to Canada in a state of poverty not far removed from pauperism, who have by their industry and earnings been very soon enabled to obtain farms of their own, and give their children thorough education—first in the Primary schools, second in the Grammar schools, and lastly in the Colleges and Universities.

It is the same with mechanics and artisans as respects success in their several callings, and the education of their children.

It thus happens that the children of the poorest attain to conditions of well-being and social refinement, and rise to the highest positions in society, in the professions, in the Legislatures, and as Ministers of the Crown.

It is found that people from the older countries of Europe, when they come to have experience of this freedom of society in Canada, would not willingly exchange it for any other.

RELIGION.

On this head it may be enough to say that the utmost religious liberty everywhere prevails in Canada.

Immigrants coming to the Dominion from Europe, of every religious persuasion, will find their own churches, and abundant facilities for the practice of their faith, among neighbours who will sympathize with their views.

THE ADMINISTRATION OF JUSTICE.

The Criminal and Civil Laws of Canada, as well as their administration, ensure impartial justice for all, and give everywhere a sense of satisfaction. The Criminal Law is copied from the English system. The judges are appointed by the Crown for life; and they are chosen, whatever Minister may be in power, from among those who, by their ability, learning and practice at the Bar, have worked their way to the front rank of their profession.

The purity of the Canadian Bench is never questioned. Party politics and feelings may run high, but the Bench is never suspected of being influenced by them. When a lawyer becomes a judge, he disappears from the political arena.

The Courts.

The highest is the Supreme Court of Canada, composed of a Chief Justice and five puisne judges. It has appellant jurisdiction throughout the Dominion, in criminal as well as civil cases. This is the only Dominion Court, all the others being Provincial. Among these are the Court of Chancery, the Court of Queen's Bench, the Court of Common Pleas, the Court of Error and Appeal, the Superior Courts, the County Courts, the General Sessions and Division Courts. In the chief towns and cities there are Stipendiary Magistrates who sit daily for the hearing of ordinary police cases. They also have jurisdiction in certain civil cases, such as the non-payment of wages. Aldermen of cities have magisterial powers *ex officio*. In all parts of the country there are Justices of the Peace, holding their commissions from the Crown, who inquire into all such cases as may arise within their respective jurisdictions.

The system of jury trial everywhere prevails. The expenses of litigation are as a rule less than in England, on account of the attempts which have been successfully made to simplify all proceedings.

Police.

The police force throughout the Dominion forms part of the municipal system, and is paid from local or municipal taxes, with the exception of a very small force maintained by the Dominion, in connection with the Parliament Buildings and the shipping in one or two of the sea-ports.

There is no more peaceful country under the sun, and no more law-abiding, steady and industrious people than the Canadians. The county jail is often unoccupied by prisoners for months together.

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DEPARTMENTAL BUILDINGS, OTTAWA.—EAST BLOCK.

THE MILITIA SYSTEM.

The militia force of Canada is entirely composed of volunteers. The citizen soldiers, in camp and on parade, show that they have learnt their duties. They serve at once for the nucleus of an army, should the services of such ever be required, and give assurance of stability for the support of the laws. Forced service is practically unknown among the people, and could only come into play when the security of the State was seriously threatened. The volunteer soldiers are not by any portion of the people looked on as engines of oppression, but, on the contrary, as the guardians of liberty. The people of Canada are attached to their country and its institutions, and their loyalty is as unbounded as their prosperity.

The volunteer militia force of Canada was put to an actual test in the early spring of 1885, in the suppression of the Metis rebellion in the North-West. They responded to the call of duty with alacrity, and endured hardships and marches of the greatest severity at the most trying time of the year, before the snow went away, when it was thought the prairie trails would be impassable for troops from the east. They displayed gallantry in action, eliciting the warmest praises from General Middleton, an English officer, for their steadiness and pluck. A formidable rising was rapidly put down by an improvised, so to speak, volunteer army and commissariat, in such way as to excite the admiration of millitary authorities in the neighbouring United States and the United Kingdom.

NATURALIZATION LAWS.

Foreigners who may desire to emigrate to Canada should be informed of the nature of the Naturalization Laws. These are marked by a spirit of great liberality. A foreigner can transact any business and hold real estate in Canada without being naturalized. By residing three years, and taking the oath of allegiance, he becomes a naturalized British subject. The oath required to be taken is of simple allegiance, and does not require any offensive renunciation. Naturalization confers political and all other rights of a British subject in Canada.

There has long been a question as to the status which a person naturalized in Canada, say a German, would have on returning home to Germany. This has, however, at length been determined by a Circular Despatch from the Imperial Government, dated in May, 1882, and which is published at length in the Appendix to this book.

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It appears from this that aliens, naturalized in Canada, are placed on the same footing, as regards their claim to British protection out of the Queen's Dominions, as aliens naturalized in the United Kingdom. The point of reservation, however, is, that an alien is held to be subject to any duty he owed his Government at the time he left. Precisely the same rule prevails as regards all Germans who go to the United States; the United States and Canada being placed on an equal footing in this respect.

It is of interest for persons who contemplate emigrating from the United Kingdom to the American Continent, to consider what they will find in, and what is implied by, the Naturalization Laws of America, if they should be asked to choose the United States rather than the Northern or British half of the continent. It is required of every person from the British Islands, who desires to become an American citizen, that he take two oaths—one of intention, and one of facts, the latter after five years' residence. These oaths are not simply of allegiance to the Constitution and Laws of the United States; but also of special renunciation of the status of a British subject. In other words, in effect, by two solemn oaths, the emigrant is made to renounce his British birthright, and in the event of war to become an enemy of Great Britain. The exact forms of these oaths are published in the Appendix to this book; and intending British emigrants to America would do well to consider them. In some of the States, the great State of New York, for instance, a British subject could not hold real estate without taking such oaths; and he could not in any of the States exercise any of the political rights of American citizenship.

THE CLIMATE OF CANADA.

There is no more important question for an intending emigrant than the nature of the climate of the country to which he proposes to go. The climate of Canada has been already incidentally spoken of as having great variety—from the arctic to that of the most southern of the temperate zones. It is more misconceived abroad than any other fact pertaining to the country. Perfectly absurd ideas prevail respecting the rigours of Canadian winters. It is true the winters are decided, and snow, in many parts, covers the ground to the depth of two or three feet; but there are great advantages in this—the snow is perfectly dry and packs under foot, making the best roads, and forming a warm covering for the earth. In addition to this, it has an important manurial influence on the ground. The dry winter atmosphere is bracing and pleasant. The sun shines brightly by day, and the moon and stars by night, during by far the greater part of the time. And, besides being pleasant, there is no healthier climate under the sun. There are no endemic diseases in Canada. The sensation of cold is far more unpleasant in Canada during the damp and milder days (such as mark the winters in England) than when the winter regularly sets in.

The summers, like the winters, are also of decided character, being in the main warm and bright; and fruits and vegetables which cannot be ripened in the open air in England, such as the grape and the tomato, will here ripen to perfection. The summers are much more favourable for the horticulturist and the agriculturist than those of England, with the single exception of length of time in which outdoor work can be done.

Canada has the latitudes of Italy, France, Germany, Austria, the British Islands, Russia, and Sweden and Norway; and has as many varieties of climates as have those countries. There is greater cold in winter in many of the latitudes of Canada than in corresponding latitudes in Europe. The summer suns, however, are about the same.

The summer temperatures of England are from 60° to 62°; those of Central Illinois, Missouri and Kansas, 75° to 78°; London (during the months of July and August) has 61°; Liverpool, 57° 6′; Edinburgh, 57° 1′; Dublin, 60°; the Central Counties of England, 62°; the Northern Provinces of Prussia, 62°; the Central Provinces of Prussia, 63°; Berlin, 64° 5′; Denmark (Central), 62° 7′; but the Central part of Illinois, 75°; Kansas and Missouri higher still, 77° to 78°.

These latter temperatures are 15° to 18° higher than those of England and the Northern Provinces of Prussia, and at least 10° to 15° higher than the best climates for grains and grasses. The summer temperatures of Montreal are from 65° to 69°, and those of Manitoba from 62° to 64°.

But high temperatures and a burning sun are not the only enemies with which the emigrant going so far south has to contend. The want of rain is another and even more grievous defect in the climate in those parts of the United States; for high summer temperatures, with heavy rains, are conditions of climate favouring tropical plants; but

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DEPARTMENTAL BUILDINGS, OTTAWA.—WEST BLOCK.

high temperatures, without rain, are destructive of all vegetation; and high temperatures, with an insufficiency of rain, give only imperfect crops. Those parts of the States just named very much resemble Palestine, Arabia, Persia, Syria, and Independent Tartary. Both regions are similarly situated on the continents; both are in the zones of the summer droughts, high temperatures, arid winds and rapid evaporation; but with this important feature in favour of the Asiatic countries—they lie nearer the ocean and Mediterranean Sea, which renders the atmosphere more humid and modifies the droughts.

The most southern part of Canada is on the same parallel as Rome in Italy, Corsica in the Mediterranean, and the northern part of Spain—farther south than France, Lombardy, Venice or Genoa. The northern shores of Lake Huron are in the latitude of Central France, and vast territories not yet surveyed, embracing many million acres of land of good quality, lie south of the parallel of the northern shores of Lake Huron, where the climates are favourable for all the great staples of the temperate zones.

It may be interesting to look at the climate of Canada in the light of its productions, and with this view some quotations will be made from Mr. Marshall's recent work on Canada, because his opinions are those of a well informed stranger, and one who tells us that he entered Canada without prepossessions in its favour, meaning, as we infer, that he was prepossessed unfavourably towards the country, having come into it through the States, and, like many Englishmen, received his first impression of Canada, both before he left England and afterwards, from Americans.

Mr. Marshall visited an agricultural show which, however, only represented the country around London, Ontario. Of this he says:

"The fine display of produce surprised me. Wheat, barley, oats and other cereals were well represented. Maize showed excellent samples. The roots and vegetables were surprisingly fine. A field pumpkin which I measured was four feet ten inches in circumference; a squash eight feet three inches, weighing 150 lbs. [We have seen them 350 lbs., open air growth. No better illustration could be given of a summer, semi-tropical in heat and of great duration, than the maturing of the pumpkins and squash of such great size.] The potatoes were the finest I have ever seen; there were a great number of varieties. Citrons, melons, marrows and tomatoes, were also exceptionally large and fine."

"It is difficult to speak of the returns of grain commonly yielded to the farmer in this country. I have seen some fields that yielded forty bushels to the acre, others not far distant giving but fifteen. [No doubt, in a new country where many turn farmers not before acquainted with it, the average yield gives a poor idea of the capabilities of the

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soil.] I remarked one morning a particularly poor looking crop of Indian corn. On the Sunday, in the same county, I walked through a field of forty acres of this splendid plant, growing to a height of eighteen to twenty feet, and yielding thirty-seven tons to the acre as food for cattle. I plucked an ear nearly ripe, eighteen inches long, and counted six hundred grains on it" (p. 79). Usually there are two ears, sometimes three, on one stock or stem—not, of course, all so large.

"Upwards of a hundred varieties of apples were exhibited. For cooking there were the Cayuga, Red Streak, or twenty-ounce Pippin, an imposing fruit, measuring sometimes over fifteen inches; the Alexander, of glorious crimson, the red Astrachan, Snow apples, so named from the whiteness of the pulp, the Gravenstein, Baldwin, and many others. For dessert, there were the Fameuse, the streaked St. Lawrence, the Spitzenberg, the Seek-no-farther, of gold and red" (p. 76). "The Canadian apple is the standard of excellence" (p. 5).

"Even in California, the orchard of the Union, the superiority of the Canadian apple was, to my surprise, confessed—vast quantities are exported to England, and sold as American, their nationality being lost" (p. 77). "Fruit and vegetables grow generously. Melons and tomatoes grow equally with the potato, pea, turnip, and the rest of the vegetables known in England. The grape thrives well. Raspberries, strawberries, blackberries (or brambles), cranberries, cherries and other fruits, currants, plums, grapes, apples, etc., grow wild. Orchards everywhere thrive."

These facts suggest some practical thoughts worthy the consideration of emigrants.

LAND SYSTEM.

As regards the land system of the Dominion, it may be stated that in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island and British Columbia, with the exception of a tract in the last named Province, ceded to the Dominion for the purpose of the Pacific Railway, the lands are held by the several Provincial Governments. In several of the Provinces, free grants are given to immigrants, and in almost all cases in which Government land is for sale, it is offered at prices which are merely nominal, and which really only amount to settlement duties. It may also be stated that partially cleared farms, with the necessary buildings erected thereon, may be purchased in almost any part of the Dominion, at very moderate prices, and on very easy terms of payment. This arises from a disposition very common all over America, on the part of farmers, to sell out old settlements, and take up more extensive new ones. The facilities thus afforded are particularly advantageous to tenant farmers or farmers possessing small capital who come to Canada, as from their previous training they are not so well adapted for the settlement of wild lands as persons brought up in this country.

The lands in the Province of Manitoba and the North-West Territories are held by the Dominion Government, which gives a free grant of 160 acres to every settler on the condition of three years' residence, and the payment of an office or entry fee of $10.00 (£2 stg.) See Dominion Lands Regulations, published in Appendix.

The Canadian Pacific Railway Company has received a grant from the Government of 25,000,000 acres in alternate sections (this company's lands are the odd-numbered sections), which they offer for sale at $2.50 (or 10s. stg.) an acre, and upwards, the prices varying with position. On the lands at $2.50 per acre, a rebate of $1.25 (or 5s. stg.) is made on every acre cultivated within four years. Lands are also for sale without any required conditions of cultivation. The great object of this company being to secure settlement, to bring traffic for their railway, they offer their valuable lands for sale at prices which are merely nominal. See Land Regulations of Pacific Railway Company, published in Appendix.

The Hudson Bay Company nas yet to dispose of nearly 7,000,000 acres of land in the fertile belt, which it acquired at the cession of this territory to the Dominion. This company sells its lands at prices varying from $5.00 to $10.00 (or £1 to £2 stg.) per acre, its interest being to obtain fair market values.

How to Obtain Lands.

More particular details respecting the public lands of the Province and of the Dominion, the prices and modes of obtaining them, will be given under their appropriate heads in another part of this book, the object of these lines being to afford a general explanation of the Canadian land system.

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SELLING AND SYSTEM OF CONVEYING LANDS IN CANADA.

Lands are bought and sold as readily in Canada as any kind of merchandise, and the system of conveying them is not much more intricate or expensive than that of making out bills of parcels. This extreme simplicity and conciseness in conveyancing very frequently excites the astonishment of those who have been accustomed to the skins of parchment, and long and dreary nomenclature common in such instruments in the Mother Country.

In Manitoba, for instance, a parcel of ground may be described by a few figures, namely, the number of the section or part of a section, the number of the township, and the number of the range. These three figures afford an instant and absolute description of any land in the surveyed portions of the North-West. The words "sell and assign," for so much money, cover the transfer. This is signed before a notary or a commissioner, the deed is registered, and the transaction is complete. In the other Provinces the forms are very little different and very little longer, although the definitions of property cannot be simply expressed by the numbers of the section, township and range.

This simple system does not give rise to any ambiguity or doubtfulness of title; and the people who have become used to these concise and convenient forms would not endure any other.

There is a question before the Legislature of making titles, as registered, final, thereby preventing any necessity on the occasion of transfers, of searches of titles, and curing all defects, the same as has been the practice in Australia and elsewhere. Such a system, in addition to the simplicity of transfers, would render very much more certain any dealings in real estate.

FARMS FOR SALE.

What are called "improved farms" may be purchased on reasonable terms in all the older Provinces. By the term "improved farms" is meant farms either wholly or partially cleared of woods, and having fences, farm-houses, out-buildings, barns, etc.; in short, every appliance with which to begin at once the life of a farmer.

It has been sometimes asked: If farming is the main industry of the country, and the farmers are prosperous, why can farms be so readily purchased? The answer is simple. There is a tendency spreading over a large part of the continent of North America for farmers, comfortably settled in the east, to move to the west and again commence pioneer life. A farmer who has brought up a family of sons on the old homestead may not be able, perhaps, to buy other land near, on terms within his means, on which to settle his sons; but he may sell his holding for, to him, a considerable sum of money, and with this obtain still broader acres for himself and his sons in the newer or less settled parts of the Dominion. There is also a sort of fascination in this sort of pioneer life for many men who have once had experience of it.

In consequence of this tendency many thousands of persons have left comfortable farms and residences, selling all out and proceeding to Manitoba or elsewhere in the west, within the last few years. This kind of movement is, in fact, a sort of fever at the present time, and it is exactly similar to that which prevailed in the Eastern States a few years ago, when the Western States were being settled; and population in some of the Eastern States actually went back.

It happens in many cases, in fact almost as a rule, that immigrants accustomed to the manners and settled life of an old country, would feel themselves more at home in taking up these improved farms in the older Provinces than in attempting pioneer life in unsettled portions of the country. As a rule, also, old Canadian settlers and pioneers are the best adapted for pioneer life on the prairies. Newly-arrived immigrants taking up the farms which would be sold by this class, would find themselves in the midst of society, churches and schools, such as they had been accustomed to. The social changes which they would have to make in selecting this mode of settlement would be only slight in degree; while in going to the unsettled portions of the Far West they would be deprived for a time—it might be, however, only for a short time—of those conditions. It thus happens fortunately for a large class, that improved farms can be so readily found and obtained.

The prices for improved farms in the Province of Ontario range from $25 to $50 (£5 to £10 stg.) per acre; and in some cases more, where all the buildings and fences are specially valuable, or the farm has special features. In the Eastern Townships of the

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POST OFFICE, OTTAWA.

Province of Quebec such farms might be bought for $20 or $30 (£4 to £6 stg.) per acre; and in the Maritime Provinces of New Brunswick and Nova Scotia at about the same figure. These farms may generally be bought by paying down a part of the purchase money, and the remainder by instalments in four or five years as may be agreed. It thus happens that conditions are afforded especially favourable for the tenant farmer from the United Kingdom, with a little capital, to acquire a farm on which he is fitted by his previous habits to live, while the older settler of the country, with more special adaptation for pioneer life, is afforded a chance to follow it.

Some of the Agricultural Delegates who recently visited this country asked why farms might be so cheaply bought in the older Provinces of Canada. The answer given to them was, that in so far as respected price, it was to be observed that the value of occupied land in the older parts of a new country like Canada must necessarily, to a great extent, be governed—first, by the cost of clearing new forest land in the wooded parts; and, second, by the facility with which prairie land can be obtained free to the extent of 160 acres, on the simple condition of continuous settlement for three years. It must be plain to all men that the fact of vast areas being open to settlement on such conditions will largely affect prices of occupied land a few hundred miles distant, with which there is connection both by water and rail.

POST OFFICE AND TELEGRAPHS.

Postal System.

The Postal System of Canada extends to every village and hamlet in the land, no matter how remote from the centres of business and population.

The number of	Post Offices in November, 1884, was	6,837
"	Miles of Post Route	47,131
"	Miles of Annual Mail Travel	20,886,316
"	Letters in the same year	66,100,000
"	Post Cards	13,580,000
"	Registered Letters	3,000,000
Postal Revenue to June, 1884		$2,330,741

These figures show postal activity in Canada.

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The rate of letter postage is 3 cents (1½d.) per half-ounce, prepaid. The postage for letters between Canada and the United Kingdom is 5 cents (2½d.)

The average passage of the Mail Steamers is about nine days. Postal Cards can be sent between Canada and the United Kingdom for 2 cts. (1d. stg.)

The newspaper postage in Canada is merely nominal; and there is a parcel, sample, and book post, at a cheap rate, which are found very useful.

The money order system in operation is similar to that of England. All Money Order Offices are authorized to draw on each other for any sum up to one hundred dollars; and any applicant may receive as many one hundred dollar orders as he may require. The rates are as follows:

On orders not exceeding $	4	2	cents.
On orders up to	10	5	"
Over $10, up to	20	10	"
" 20, "	40	20	"
" 40, "	60	30	"
" 60, "	80	40	"
" 80, "	100	50	"

The Money Order Offices in Canada issue orders payable at Money Order Offices in the United Kingdom, and *vice versa*, for any amount up to ten pounds sterling, and grant as many orders under and up to that sum as the applicant may require.

The rates are:

On orders up to, £2	25	cents.
Over £2 and up to £5	50	"
" £5 " £7	75	"
" £7 " £10	100	"

Telegraphs.

The telegraph system in Canada is in the hands of public companies chartered by Act of Parliament. The largest and most important of these is the Great North-Western Company of Canada. This is formed by the union of the old Montreal and Dominion companies; and the extent of its operations will convey an impression of the extent of telegraphy in Canada. This company has 31,982 miles of wire in operation, and 17,245 miles of poles. The rate in Canada for a message of ten words, address and signature not counted, is 25 cents (1s. stg.), and one cent for each additional word. A message is sent at this rate for a distance of 1,300 miles. The price for special newspaper reports is as cheap as 25 cents (1s. stg.) per 100 words; and the actual number of words of newspaper reports received at one city (Toronto), and furnished in one year, is 10,807,668. This Company has a capital of $3,500,000, with 2,000 offices and 2.500 employees. Besides this great Company there is the Canadian Mutual, and the Government also owns some telegraph wires.

The Telephone system is in very active operation in all the towns of Canada; and the city of Ottawa alone, with a population of about 28,000, has about 100 miles of wire in operation.

NEWSPAPER PRESS.

The Canadians are well supplied with newspapers. Every considerable village in the Dominion publishes its newspaper; and in all the large towns there are several. These newspapers are for the most part conducted with energy and ability. They are supplied with full telegraphic reports from all parts of the globe. All important news that transpires in the United Kingdom and Europe is instantly published in Canada; and, in fact, owing to the difference in mean time, an event which takes place in London at five o'clock in the afternoon may be known in Canada at about noon of the same day. It happens often that important events which occur in England in the early forenoon are published in the morning papers of the same day in Canada, while it is quite impossible that this same news can appear in the morning papers of England until the next day.

As a rule the newspapers of Canada discuss party politics with vivacity, but all, with scarcely an exception, are in a marked degree loyal to British connection.

There are a number of special commercial publications; as well as monthly periodicals devoted to agriculture, literature, medicine and branches of science.

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MONEY, BANKS AND BANKING.

Bills and Coins.

The money used in Canada consists of bank bills, gold and silver coins, and bronze in single cents. The bank bills are instantly convertible into gold; and from the confidence they everywhere command, practically displace gold from the circulation; being more portable and easily handled.

The Dominion Government issue notes of the small denominations up to $4.00, the banks not being by law allowed to issue notes of lower denominations than $5.00. It therefore happens that a large portion of the paper money in circulation and actually in the hands of the people is Government currency. The banking laws are so framed as to prevent the possibility of loss to the holders of bank notes; and even in times of severest crisis the public confidence in these is not impaired.

Banking.

In the Appendix to this book, some figures are given of the banking operations in Canada; which the intending emigrant is invited to study, as an important fact relating to the country in which he is about to take up his abode.

There is a system of Savings Banks, connected with the regular chartered banks, and also with the Post Office, similar to that in the United Kingdom. Depositors in these Savings Banks obtain from three to four per cent. interest on their money. Previous to making their permanent investments, immigrants are advised to deposit their money in one of these banks on their arrival in the country. They are also advised to look well about them and become thoroughly acquainted with all the facts, taking sufficient time to do so, before venturing on the important step of making permanent investments.

Denominations of Money.

It may be explained that the denominations of money in Canada are Dollars and Cents, although the denominations of Pounds, Shillings and Pence are legal. But the system of Dollars and Cents being decimal, is much more convenient than Pounds, Shillings and Pence; and, moreover, being in use all over the continent of America, that nomenclature is used in this publication. A comparison with sterling is subjoined, which will at once enable the reader to understand in sterling, values stated in dollars and cents.

Sterling into Dollars and Cents.

	$ cts.
½d. sterling is	0 01
1d. "	0 02
1s. "	0 24
£1 "	4 87

Dollars and Cents into Sterling.

	£ s. d.
1 cent is	0 0 0½
1 dollar is	0 4 1½
4 dollars are	0 16 5½
5 " "	1 0 6½

For small change, the half-penny sterling is 1 cent, and the penny sterling 2 cents. For arriving roughly at the approximate value of larger figures, the Pound sterling may be counted at Five Dollars. This sign $ is used to indicate the dollar.

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CHAPTER III.

PRODUCTIONS OF CANADA.

THE object of this chapter is less to give a detailed account of the productions of Canada, which would be impossible in a book of this kind, than to point out their nature for the information of possible workers in the several branches, or for men with capital who may desire to embark in them. At the head of these stand farming and stock-breeding.

FARMING AND STOCK-BREEDING.

Canada seems especially fitted to supply the United Kingdom with much of the farm produce that is necessary for her to import. The older Provinces export horses, beef, mutton, butter, cheese and fruits as their leading staples from the field and the garden, while Manitoba and the North-West export wheat and other grains. Large ranches have also been successfully established on the great grass lands at the base of the Rocky Mountains, and when these come into full play their products will be enormous. The cattle can be driven to the nearest railway stations, which are not more distant from the Atlantic sea-ports than are those railways in the United States, West and South-West, which now successfully bring cattle *via* Chicago to the Atlantic ports for export to Great Britain.

The general healthfulness of climate, and favourable conditions for feeding all kinds of stock, which prevail in the older Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Prince Edward Island, as well as in what may be called the new North-West, leave no room for doubt that Canada is capable of supplying the needs of the Mother Country as respects supplies of horses, cattle and sheep. It is to be remarked, moreover, that since the beginning of this export trade, there have been marked improvements in stock, by the importation of Shorthorn, Polled Angus, Hereford and other varieties. It is also to be remarked that the facilities afforded in Manitoba are particularly favourable for feeding swine for export.

The soil of Canada may be said to be the source of her greatest wealth and strength. Her forest lands, her smiling farms, and her rich and vast rolling prairies, make the attraction she offers for the agriculturist

There may be more scientific farming in England and in Scotland than in Canada, English high farmers would find in Canada much that they would consider very rough work; but there are exceptions of highly cultivated farms. In the Province of Ontario there is a School of Agriculture, connected with a model farm, at which scientific and practical agriculture is taught. There are also model farms in the Province of Quebec. The result is a marked improvement of late years in the style of farming in some parts of the country. But there is much to be done yet in this direction. In too many instances the land is merely scratched over; and it speaks well for the character of the soil and climate that under such adverse circumstances such excellent yields are obtained. It has been hitherto found that what we may call pioneer farming, that is, taking from the soil in the roughest and readiest manner what it will produce, is more profitable than higher farming with its more costly appliances of labour and fertilizers. But in the older portions of the country this state of things is beginning to change. The sufficient reason for its existence in the past has been that the land has been plentiful, cheap and virgin, while, on the other hand, labour has been dear. It was, therefore, natural to take the most from the land at the least cost of labour.

There is no more independent man in the world than the Canadian farmer; he may not have so much wealth as some English farmers; he may not be in a position to

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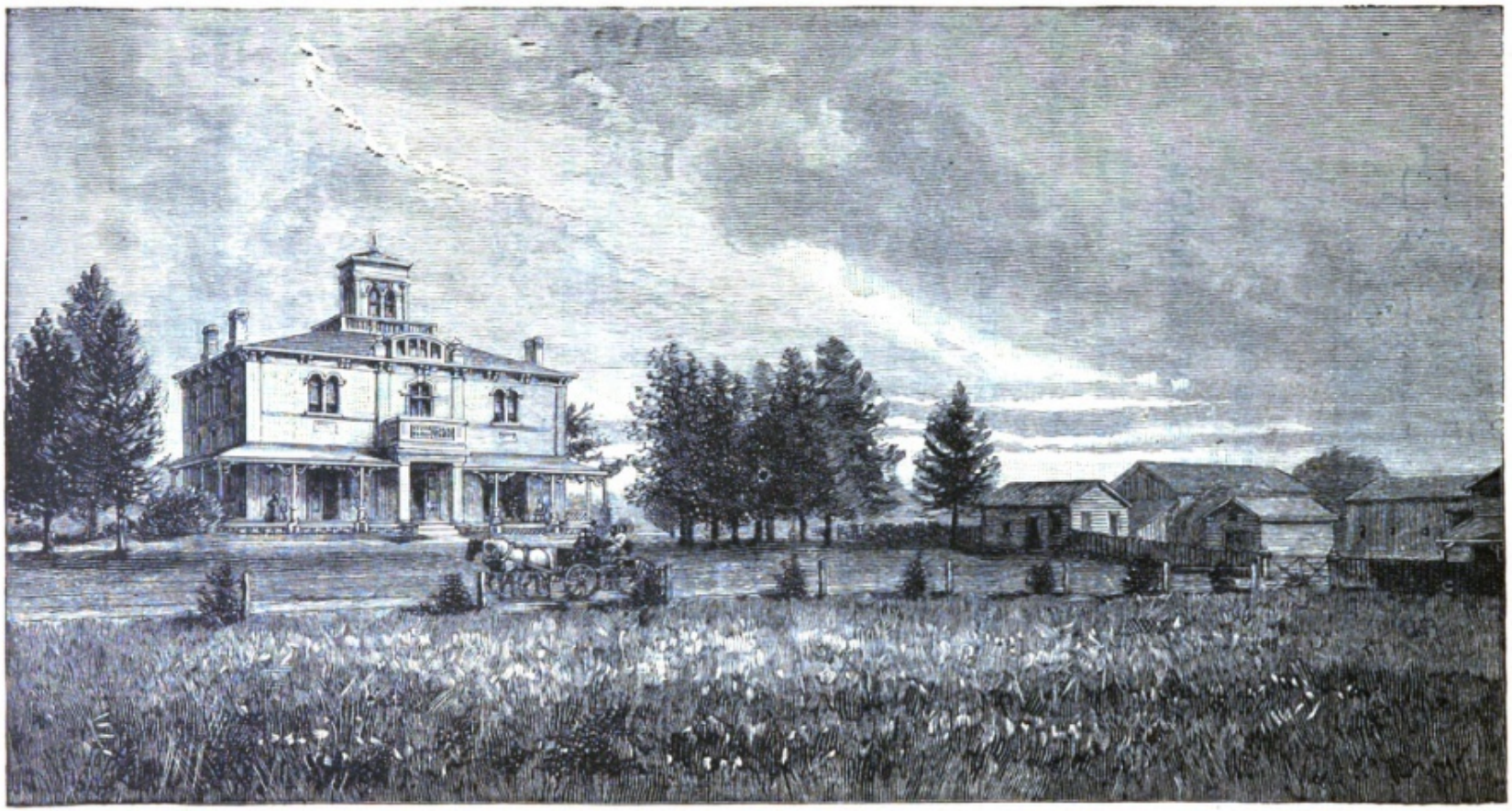

BELVOIR FARM HOMESTEAD, DELAWARE, ONTARIO.

[Mr Richard Gibson, Proprietor.]

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THE BELVOIR FARM, DELAWARE, ONTARIO.

[The property of Mr. Richard Gibson—300 acres. Pasture, 130 acres; Hay, 60 acres; Grain, 75 acres; Roots, 6 acres; Cattle, 80; Horses, 6; Hogs, 25.]

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cultivate his land to such a degree of perfection; yet, as a rule, he is a happier, a more contented, and a more independent man. His land is his own absolutely. His taxes are light; his family are well to do; he is the equal in every respect (not unfrequently the superior) of the most successful persons in the towns near by.

The English farmer coming to Canada, particularly to the older Provinces, will find a general similarity in work and conditions to those he left in England. The products are the same, and the nature of the work very little different. As a rule, machinery is more generally used in Canada, and farming tools are lighter and handier. The more general application of machinery naturally arises from the greater dearness and difficulty of getting labour.

The farmer in Canada cannot do the same kind of field work in the winter as in England; but he finds enough to do, and there are ample compensations. The climate is a little warmer in summer and colder in winter; but it is clearer, brighter and more pleasant to live in; and, it is believed, more healthy. The great majority of English farmers who come to Canada will all testify to the truth of these statements. Again, the English farmer in coming to Canada, feels that he has not gone a three months' journey away from his old home, but only about nine days.

The field crops produced are wheat, oats, barley, rye, Indian corn, potatoes, turnips, mangel wurzel, peas, buckwheat, flax, etc. The garden fruits and vegetables are similar to those of England, except that tomatoes, melons, grapes, etc., ripen and are grown in the open air in Canada.

Let a new-comer in Canada go into a farming district, and call at the first large, comfortable house he may meet with, surrounded with well-tilled fields, herds of sleek cattle, great barns and extensive stables, all showing evidence of prosperity. Upon asking the owner's experience, in nine cases out of ten the reply to this would be that he came from the Old Country fifteen, twenty or twenty-five years ago, with an empty pocket; that in his early days he had to struggle with difficulties; but found his labours rewarded by success, and ultimately crowned with independence. Paying no rent, and owning no master, he has educated and settled his children around him in equally favourable conditions with his own. This is not an isolated case; it is the experience of hundreds and thousands of men. For the agricultural labourer who comes to Canada, the question is not simply what wages he may earn, but to what position of independence he can attain in the evening of his life; in contrast to that possible goal in the Mother Country, if he should become unable to work with his accustomed vigour—the workhouse.

The opening up and successful carrying on of the export of cattle trade with England have sensibly changed, in many cases, the character of the farming in Canada; and this is well, for farmers had begun to overcrop the soil, in so constantly producing cereals.

In comparing Canada's present standing as a stock-breeding country with her standing twenty years ago, we find that her progress in this direction has been most remarkable. It is barely twenty years since the first herd of English thorough-bred shorthorns was brought to Canada. Previous to that time very little attention had been paid to stock raising. In many instances cattle were allowed to look after themselves, and for market purposes they added but little to the settler's income. It was the opinion of many persons in those days that stock-breeding could never be successfully carried on in Canada. The experience of the last few years shows that that opinion was an error. Though the number of farmers who have ventured on the experiment of stock-breeding, on a large scale, is not great, the test has been most thorough and complete in both Ontario, Quebec, and part of the Maritime Provinces, and the result satisfactory.

It may now be stated with confidence that the collection of cattle at the great stock-breeding farms of Canada is among the most valuable in the world. It is made up of the very best blood of the bovine aristocracy of England. Not many years ago there were no pure herds in the country, except the small species of cow in the French part of Lower Canada, which was brought in chiefly from Bretagne, and possesses the milking characteristics of the Alderneys. There is reason to believe that continuous selections of the best milkers of the Canadian cow would give results similar to those of the Alderneys and the Jerseys. To-day, there are in Canada many herds of the best English breeds, with a pure and unbroken record extending back many generations.

It is a fact established beyond all doubt, that the famous shorthorns of England not only do well in Canada, but that the character of the stock actually improves in the new country. In not a few instances the offspring of stock taken out from England has been carried over to the Mother Country and sold at high prices. At a recent sale in England a three year old bull which brought the extraordinary price of three thousand six hundred

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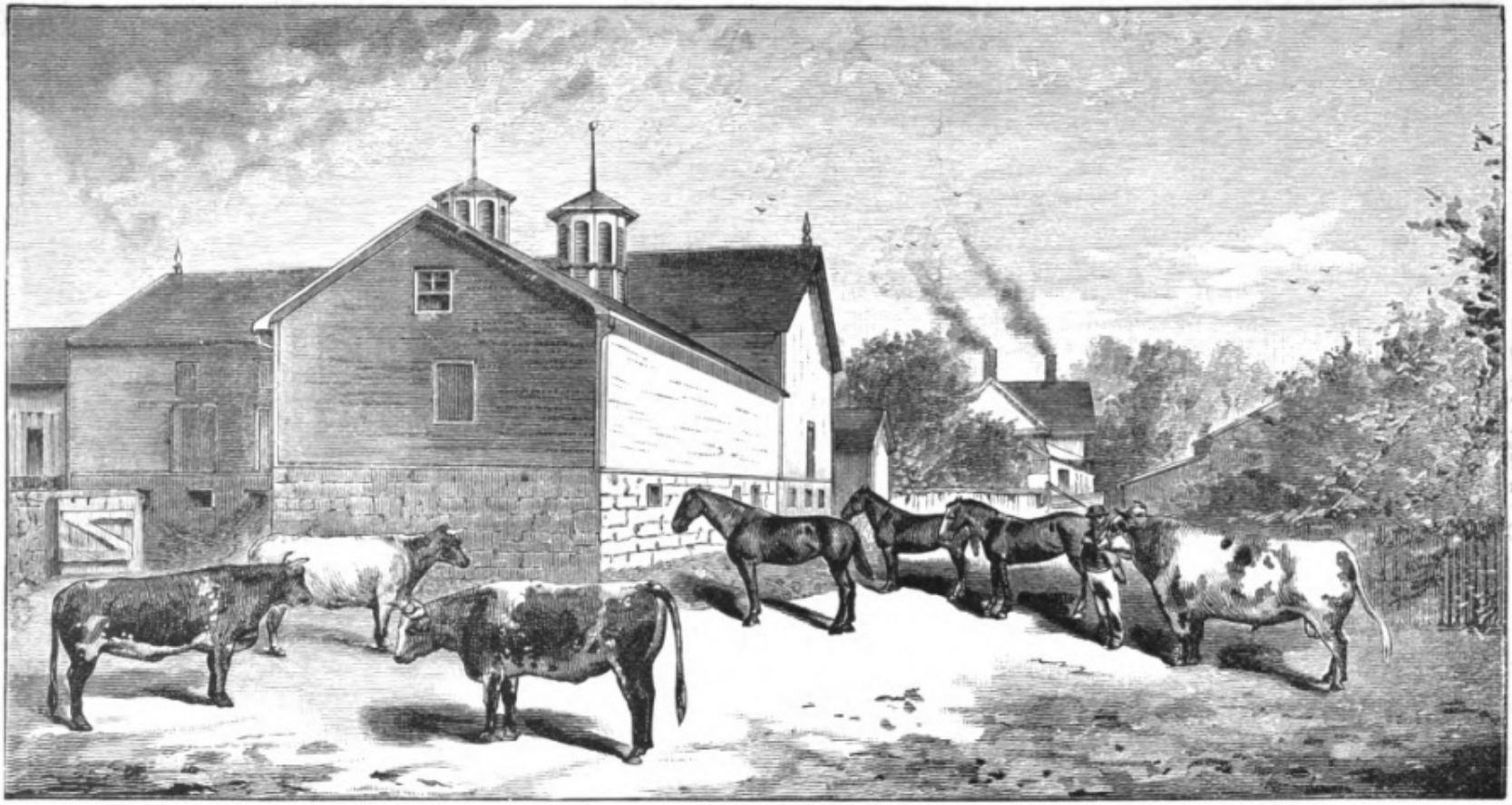

AN ONTARIO FARM VIEW.

[The property of Mr. John Fothergill, Burlington, Ontario—460 acres. Pasture, 110 acres, Hay, 90 acres; Grain, 100 acres; Roots, 16 acres; Horses, 14; Cattle, 89; Hogs, 25; Sheep, 50.]

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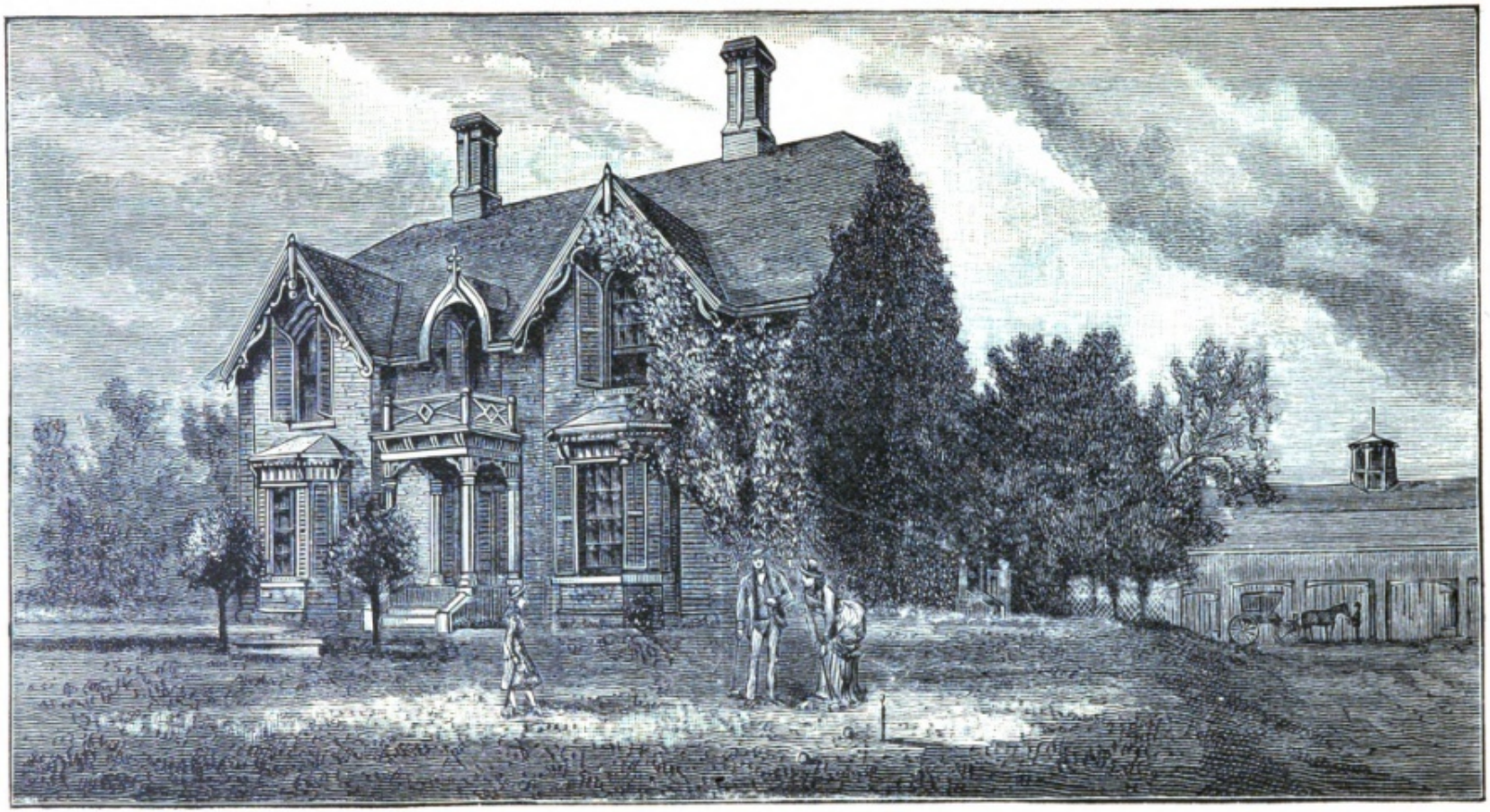

AN ONTARIO HOMESTEAD.

[The property of Mr. John Fothergill, Burlington.]

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guineas was of Canadian breed. The herds to be seen at the Provincial and other Exhibitions are often the surprise and always the admiration of experienced English stockmasters.

Within the period of the last two years as much energy and capital have been expended in introducing the class of Polled Angus into the country as at the beginning of the great shorthorn movement, and some of the best blood of Scotland in this class of cattle is now established in Canada. At the last Paris Exhibition, and at three or four recent shows in England, especially the Smithfield shows, it was proved that the Polled Angus were superior to other breeds for fattening purposes; and especially the grades of this blood, when mixed with other breeds, produced very remarkable effects. So soon as this fact was perceived by Canadian farmers and breeders, they at once put that knowledge into practice, and the result will probably be a marked improvement in the cattle exported from Canada.

Devons, Ayrshires, Jerseys, Alderneys and other breeds are found in all the old Provinces marked with a degree of perfection which would command respect anywhere. The best varieties of English sheep and pigs have also been largely imported, and are becoming generally spread.

DAIRY FARMING.

Great progress has been made in dairy farming in Canada, and the tendency is towards improvement and economy of labour. The factory system has been latterly introduced in the older Provinces. There are factories for the manufacture of cheese, and creameries for the manufacture of superior butter. These works relieve the farm house, and especially the female portion of the inmates, of a great deal of labour, and not only this, but the products arising from the application of scientific processes and highly-skilled labour, produce results more excellent than was possible under the old systems. "American" cheese, as it is called, is well known in England; but very few people are aware of the fact that the best "American" cheese is made in Canada. In the window of a cheesemonger's shop in Ludgate Hill, London, Canadian Stilton and Canadian Cheddar have been exhibited, and so well do they suit the palates of Englishmen that many persons prefer them to the English articles after which they are named. The Canadian cheese is, in fact, the very best made on the American continent. The cattle are of the very best breeds, the pasture is excellent, and the work is cleanly and carefully done.

Both of the industries of butter and cheese making are largely carried on in Canada, and the exports of both products are very considerable. The export of Canadian cheese to the United Kingdom has largely increased within the last few years, while there has been a decline in that from the United States. The value of the export of Canadian cheese in the last recorded fiscal year was $8,902,115.

MARKET GARDENING, POULTRY-RAISING, AND BEE-KEEPING.

Near the large towns, market gardening is profitably carried on. A comparatively small capital is necessary, and with industry and perseverance, backed by experience, a good income is assured.

Poultry-raising is only beginning to be much attended to in Canada, probably because poultry is so cheap. In course of time, however, as the market extends, and as means are found of exporting hens, geese and turkeys to England, henneries on a large scale will be established. The exportation has already begun.

Bee-keeping is profitably carried on in many parts of the Dominion.

These few points show that what may be termed the smaller branches of farming are not neglected by the Canadian husbandman. Still much remains to be done.

FRUIT-GROWING.

The growing of fruit, as well for home consumption as for exportation, is a very important industry in Canada, and one which excites the wonder of many new-comers. People who have been accustomed to think of Canada, as described in the words of a French king before the cession, as "a few acres of snow," are at first incredulous as to the extent and excellence of the fruits produced in a country which has the summer skies

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JERSEY CATTLE ON AN ONTARIO FARM.

[The property of Mr. Valancey E. Fuller, Jersey Farm, Oaklands, Ontario—365 acres. Pasturage, 150 acres; Grain and Ensilage Crop, 100 acres; Roots, 20 acres; Horses, 12; Cattle, 175; Hogs, 55. The Cow "Mary Ann," in the official test gave 36 lbs. 12½ ozs. butter **in seven days**: Mr. Fuller refusing $26,000 for her.]

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of Italy and France. There are vineyards in the Province of Ontario of fifty or sixty acres in extent; peach orchards of similar extent; and apple orchards almost innumerable. Strawberries are raised as a field crop. Plums, pears, gooseberries, currants and raspberries, are everywhere produced in the greatest abundance. The tomato ripens in the open air, and such is the profusion of this fruit that it is very often cheaper on the market than potatoes, selling at 50 cents (2s. stg.), and sometimes less, per bushel. Melons ripen in the open air, as a field or market garden crop, and this delicious fruit is sold at very cheap prices in the markets.

Wine of excellent quality is now largely manufactured from the grapes, and this fruit is so cheap as to be within the every-day reach of the poorest. It may be mentioned that in the county of Essex, on the shores of Lake Erie, the vine is very largely grown for the purpose of wine-making, and both the growing of the vines and the making of the wines are systematically carried on by French viticulturists, by French methods and processes, with very great success. Frenchmen engaged in this work have declared the conditions for growing the vine are more favourable in Essex than in the east of France, while the wine which is made is of a superior quality.

The great wealth of Canada in fruits is a fact which is not only interesting to the intending settler as an industry, but as a climatic fact, the country in this particular being much before the United Kingdom. It is especially interesting to the intending settler as a consumer, in that he can always obtain a supply of the healthful luxury of delicious fruits.

The apples of Canada are especially very highly prized, and find their way in very large quantities to the markets of the United Kingdom; and it may be mentioned here that at the Centennial Exhibition at Philadelphia the Americans honestly admitted themselves to have been fairly beaten by this Canadian product. A New York illustrated paper, on that occasion, stated that the finest show of fruits at that great Exhibition was "made by the Fruit-Growers' Association of Ontario, Canada; a Society which has done much to promote and encourage the cultivation of fruits in North America."

FOREST PRODUCTS.

The forest products of Canada constitute one of her most important sources of wealth. They find their way to all parts of the world; to the United States; to the United Kingdom; and to our antipodes, the Australian colonies. The Canadian saw-mills are at once among the most extensive and best appointed in the world. It excites the wonder of a stranger to see a log taken out of the water by an automatic process, placed in position under the saws, and reduced to inch boards in a few seconds. An American naturalist, at a recent meeting of the Scientific Association, stated that this summary process of reducing in a few seconds a giant pine to board for the uses of man contrasted strangely with the period of more than a century required for its growth. This industry in all its stages employs large numbers of men, as well as affording freight to railways and shipping.

The forests of Canada are rich with a great variety of noble trees, which are useful to man for lumber of many kinds; for building purposes, for furniture; and, in many parts of Canada, for fuel. Among the varieties are the maple (hard and soft), elm, hickory, ironwood, pine, spruce, cedar, hemlock, walnut, oak, butternut, basswood, poplar, chestnut, rowan, willow, black and white birch, and many more.

These forest trees add a singular beauty to the landscape in many parts of the country, and also exercise a very beneficial influence on the climate in affording shelter and attracting rain-fall. The beauty of the tints and the brilliancy of colours of the Canadian forest trees in autumn require to be seen in the clear, bright atmosphere of the Canadian autumn to be understood.

Some statistics of the export of Canadian lumber, over and above the immense quantities manufactured for domestic use in Canada, will be found in the Appendix to this Guide Book.

PRODUCTS OF THE MINE.

The mineral resources of Canada are among its great attractions, and their development in the immediate future will constitute one of the greatest sources of wealth for the Dominion. Nature has been extremely prolific in giving Canada, in its varied geological formations, many of the ordinary metals and ores. To quote the words of Lanman, a

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AN ONTARIO VINEYARD AT EAST HAMILTON.

[The property of Mr. Thomas Barnes. Grapes under culture, 20 acres; average yield, per acre, 2½ tons; Wine manufactured from the crop of 1885, 9,000 gallons. Apples under culture, 7 acres; average yield, per acre, 35 barrels.]

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APPLE ORCHARD, EAST HAMILTON, ONTARIO.

[Lewis Springer, Esq., M. P., Proprietor.]

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well-known American writer, "to particularize the undeveloped wealth of this northern land would require volumes." The Atlantic coast embraces a large area of the oldest known formation, the Laurentian, which brings up from the bowels of the earth, either in its rocks or accompanying them, nearly all the known minerals. The Pacific coast, over an area of several hundred thousand square miles, is composed of rocks similar to those of Colorado and Nevada—the bonanza-bearing rocks. The district between the great lakes, while apparently without the precious metals, furnishes no small amount of other minerals, of which also the prairie regions contribute their share.

The attention of capitalists, both native and foreign, which has within the last few years been attracted hither, has had the effect of eliciting facts which prove beyond a doubt that Canada is destined eventually to rank as one of the finest mining districts in the world. The impetus lately given to prospecting by inquiries constantly being made has caused the discovery of important deposits of economic minerals of vast extent, and of so varied and useful a character—the existence of which in Canada was previously unknown, or, at least, known only to the geologist and man of scientific pursuits—as in many cases to lead to the rapid development of new sources of industry. The system of scientific exploration and analysis afforded by the annual progress of the Government Geological Survey is gradually unfolding the hidden mineral wealth, and private enterprise is doing much toward this end. A drawback has been that it has not unfrequently happened that many mining operations were only of a speculative character, the effect of which has been to throw doubts on all mining schemes. But foreign capital is still being brought in, and, under intelligent management, is producing good results. As the mineral resources of this country become developed, its agricultural capabilities will be fully brought out, manufactures and commerce will increase, and a numerous and thriving population will find ready employment in the various branches of trade.

The following is the classification under which the economic minerals of Canada are arranged in the Geological Museum, where specimens of all of them are exhibited, while further details of their distribution are given in the maps and other publications of the Survey.

1. *Metals and their Ores.*—Native iron, magnetic iron ore, iron sand, hematite, Ilmenite or titaniferous iron ore, limonite (including bog iron ore), spathic iron ore, clay ironstone, native copper, sulphides of copper, sulphide of zinc, sulphide of lead or galena, native silver and ores of silver, gold, platinum, sulphide of antimony, oxysulphide of antimony, and sulphide of bismuth.

2. *Materials used in the Production of Heat and Light.*—Anthracite, bituminous coal, lignite or brown coal, Albertite, bituminous shale, petroleum, peat.

3. *Minerals applicable to certain Chemical Manufactures, and their Products.*—Iron pyrites, sulphuric acid, etc., pyrrhotine or magnetic iron pyrites, apatite or phosphate of lime, magnesite or carbonate of magnesia, calcite or carbonate of lime, chromic iron, oxides of manganese.

4. *Mineral Manures.*—Gypsum, shell-marl.

5. *Mineral Pigments and Detergents.*—Iron ochres, etc., barytes or heavy spar, soap clay.

6. *Salt, Brines, and Mineral Waters.*—Salt and brine, mineral waters.

7. *Minerals applicable to Common and Decorative Construction.*—Limestones, dolomites, sandstones, granite and syenite, gneiss, Labradorite rock, marbles (limestones), serpentines, breccias, slates, flagstones, common lime, hydraulic lime, bricks and brick clays, drain tiles.

8. *Refractory Materials, Pottery Clays and Pottery.*—Plumbago or graphite, soapstone, potstone, mica rock, mica, asbestos, fire clays, sandstone (refractory), pottery clay and pottery.

9. *Materials for Grinding and Polishing.*—Whetstones, hones, bath-brick, Tripoli, grindstones, millstones.

10. *Minerals applicable to the Fine Arts and to Jewellery.*—Lithographic stone, porphyrites, Labradorite, albite, Perthite, jasper conglomerate, amethystine quartz, agates, Canadian precious stones.

11. *Miscellaneous.*—Sandstone for glass-making, moulding sand and clay, carbonaceous shale, artificial stone.

Gold mines have been worked in Nova Scotia, in Quebec and Ontario, and largely in British Columbia, where there are yet immense fields to open up. Silver mines have been worked in Ontario; and that at Silver Islet, Thunder Bay, has been the richest yet discovered in Canada. Iron ore is found all over the Dominion, and many mines have

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been successfully worked. Some of the Canadian iron ores are among the most valuable in the world. Copper has been mined to a considerable extent, both in Quebec and Ontario; and the deposits of the ore are of great extent.

There are very large coal deposits in Nova Scotia; and many mines are profitably worked. This coal is sent up by the River St. Lawrence and by rail into the interior. The coast of British Columbia is very rich in coal of a quality which commands a preference in the markets of San Francisco, notwithstanding the United States coal duty. Tests made by officers of the United States Government showed the British Columbia coal to excel that of California, Washington Territory or Oregon, by one-fourth in steam-making power.

As regards the North-West Territory, coal is known to exist over a vast region to the east of the Rocky Mountains. This region stretches from 150 to 200 miles east of the mountains, and north from the frontier for about a thousand miles. In places where the seams have been examined, they are found to be of great thickness and of excellent quality. Beds of true bituminous coal have been found. There are also large quantities of lignite, which for local use where wood is scarce will prove to be very useful fuel. It occurs in considerable quantity along the Valley of the Souris River near the frontier, 150 miles west of Winnipeg. Good seams of anthracite coal occur in the Rocky Mountains, and all these coals can now be carried east or west by the Canadian Pacific Railway, a fact of the greatest importance to settlers on the vast fertile belt of treeless prairies east of the mountains.

Specially among the minerals which are used for agricultural purposes may be mentioned apatite phosphate of lime. The increasing demand for this valuable material has led to a great increase in production, both for home use and exportation. Last year 17,181 tons were exported, against 15,600 the year before that; and this year the work of mining has been much more active. The percentage of purity of native Canadian phosphate ranges from 70 to 95 per cent. It produces valuable results when applied to land in its raw state, reduced to a fine powder. But the conditions for manufacturing it into super-phosphate are very favourable in Canada. This raw phosphate of lime commands a price of $25.50 (about £5 2s. stg.) per ton in Liverpool, as appears by a recent market quotation. Phosphate of lime is found in large and easily workable deposits throughout a large extent of country in the Ottawa Valley. The largest deposits have been found on the Quebec side.

Petroleum is known to exist in several parts of the Dominion, but the wells have been profitably worked in Ontario alone. The production from them is very large, and appreciably adds to the wealth of the Dominion. Very extensive sources of petroleum have been found in the North-West, and a railway is projected to connect them with the Canadian Pacific.

Salt also is found in the North-West; and at Goderich and other places in Ontario there are extensive salt works.

Building stone of excellent quality is widely distributed in all the Provinces, and there are numerous quarries of dolomite, limestone, sandstone and granite, from which blocks of every size required can be obtained. There is also a great variety of marbles, but only a few quarries have yet been opened.

Land plaster gypsum is found in great abundance in New Brunswick, Nova Scotia and Ontario. It occurs also in Manitoba and the Territories. It may be procured at a cheap rate in any of the older Provinces as a fertilizer.

Excellent peat is found in large deposits in all the Provinces.

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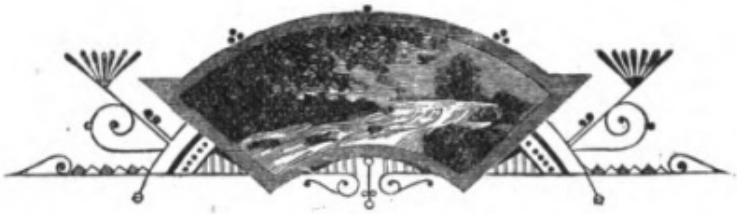

CHAPTER IV.

PUBLIC WORKS.

CANADIAN CANAL AND INLAND NAVIGATION SYSTEM.

The canals of Canada were constructed to overcome the obstructions of the natural navigation of rivers, and between rivers and the great lakes.

The St. Lawrence Canal system affords uninterrupted navigation from the Straits of Belle Isle to the head of Lake Superior, a distance of 2,384 miles; of which 71¾ are artificial or canal navigation.

Another canal system overcomes the difficulties of the Ottawa, between Montreal and the City of Ottawa; and a further system opens navigation between Ottawa and Kingston.

A still further system connects Lake Champlain with the navigation of the St. Lawrence.

In Nova Scotia the St. Peter's Canal crosses an isthmus of half a mile, connecting St. Peter's Bay, on the southern coast of the Island of Cape Breton, with the Great and Little Bras D'Or Lakes, possessing a natural outlet into the Atlantic.

The river system of the North-West Territory is not yet thoroughly developed by improvements which can be made, but at present, in those seasons at which the waters of the western rivers are high, there is a navigation of thousands of miles. At present a steamboat can ply from Winnipeg to Edmonton, almost to the foot of the Rocky Mountains—a distance of more than a thousand miles, and on the South Saskatchewan from above Medicine Hat to its mouth.

This immense inland navigation may be connected with the St. Lawrence system at the head of the great lakes, by canals which will be comparatively easy of construction, which are quite within the means of the Dominion, and which will undoubtedly be constructed at no distant date, to bear the produce of that immense territory to the Atlantic Ocean. The industrial development which must be the consequence of opening such means of communication will be a marked feature of Canadian prosperity.

It is worthy of remark that when the produce of the west has floated down the great River St. Lawrence, it is then on the arc of the shortest sailing line across the Atlantic to Liverpool.

The distance from Liverpool to Quebec by the Straits of Belle Isle is 478 miles less than that from Liverpool to New York. The shortest sailing circle across the North Atlantic, having relation to the present populated parts of the North American continent, is from Liverpool to Quebec, *via* the Straits of Belle Isle.

The comparative distances between Liverpool and Quebec, and New York and Boston, may be stated as follows:—

		MILES.
Liverpool to Quebec *via* the Straits of Belle Isle		2,502
"	Portland	2,750
"	Halifax	2,480
"	New York	2,980
"	Boston	2,895

The route of steamers is by the Straits of Belle Isle, except in very early spring or late fall. By this route, it is further to be remarked, there are only 1,823 miles of ocean navigation. The remainder of the distance, 825 miles, is inland or river navigation, which very much enhances the interest as well as the smoothness of the voyage, an important consideration for those who suffer from sea-sickness. The St. Lawrence scenery is very beautiful.

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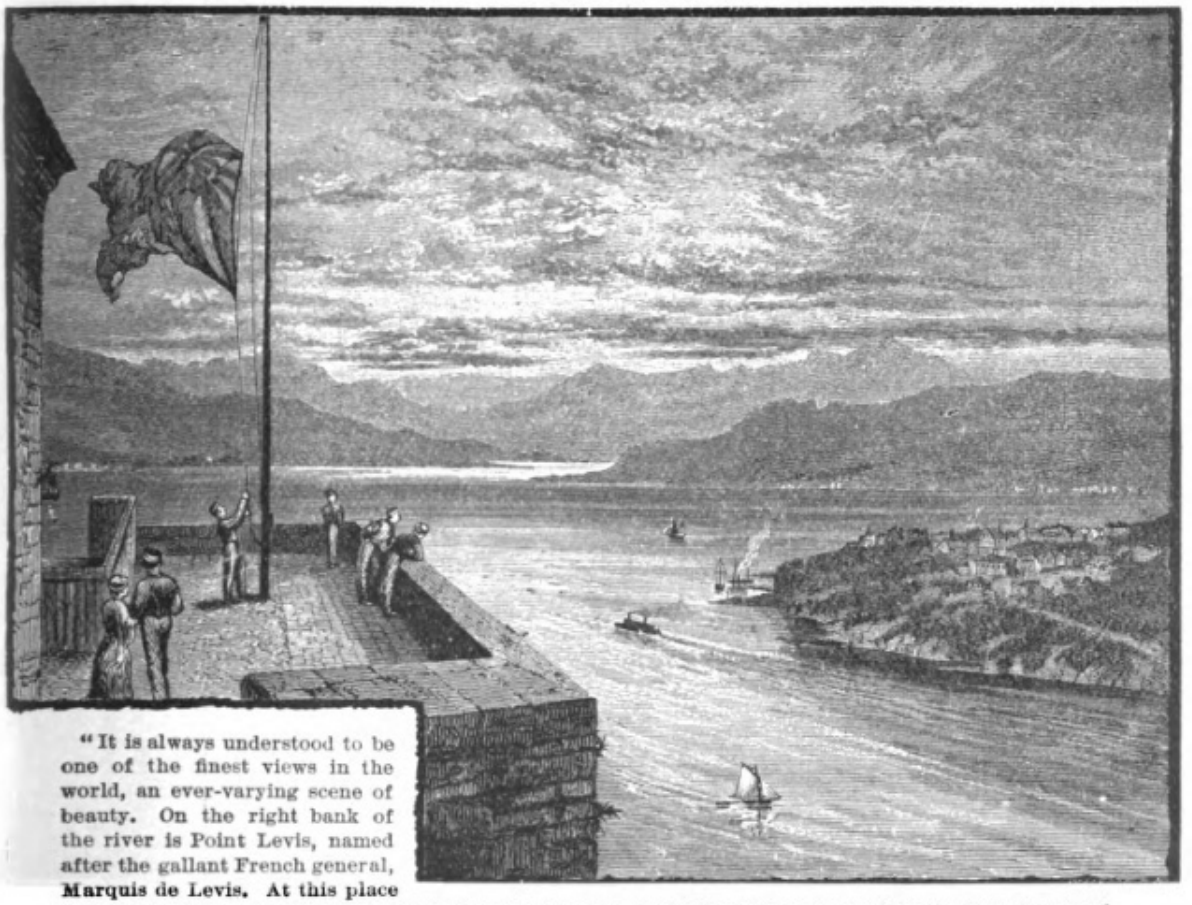
This was remarked by the Princess Louise in the notes to her appreciative sketches of the St. Lawrence, at Quebec, published in *Good Words*. With respect to the view from the citadel of Quebec—taking in the harbour; part of the city; the opposite town of Levis; the Island of Orleans, with a spur of the Laurentian range on the left shore, through which the Falls of Montmorenci are precipitated into the St. Lawrence—she says that "it is always understood to be one of the finest views in the world, an ever-varying scene of beauty." This view is inserted as the frontispiece of this pamphlet, and, following, is another very beautiful view, from a sketch taken by H. R. H. of Wolfe's Cove, looking up the St. Lawrence above Quebec.

The sail up the St. Lawrence to Quebec alone is worth a journey to Canada to see. Passengers from Europe select the St. Lawrence route, because it affords the most direct and shortest line to the very heart of the American continent. The Canadian railway system connects with that of the Western States, as well as those of the Eastern and Middle States; and the same remark applies to the system of canal and lake navigation.

These facts account for the large number of emigrants who go to the United States by way of the St. Lawrence; and it is certain that the number of these will increase as the advantages of the route become more and more known in Europe. It has been represented in certain quarters that these passengers are immigrants who have left Canada to go to the United States; but nothing can be more absurdly untrue. The fact of the large use made of this route is simply a tribute paid to its superiority.



"It is always understood to be one of the finest views in the world, an ever-varying scene of beauty. On the right bank of the river is Point Levis, named after the gallant French general, Marquis de Levis. At this place the Royal Engineers erected wooden huts some years ago, and these are now used by the Canadian Artillery Militia in the summer time. To the left is the Island of Orleans, situated almost midstream, six miles below the City of Quebec. The hills beyond rise over St. Anne's, a favourite place for pilgrimages."—H.R.H.'s DESCRIPTION, FROM "GOOD WORDS."

VIEW FROM THE WINDOWS OF THE GOVERNOR-GENERAL'S QUARTERS IN THE CITADEL, QUEBEC, OVERLOOKING THE ST. LAWRENCE RIVER. BY H.R.H. THE PRINCESS LOUISE.

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AN ONTARIO FARM.

[The property of Mr. George Alton, St. Anns, Ontario—200 acres. Pasture, 30 acres; Hay, 32 acres; Grain, 50 acres; Roots, 2 acres: Cattle, 32; Horses, 8; Hogs, 12; Sheep, 29.]

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AN ONTARIO FARM HOMESTEAD.

The property of Mr. Joseph Alton, St. Anns, Ontario—400 acres. Pasture, 100 acres; Hay, 74 acres; Grain, 120 acres; Roots, 6 acres; Horses, 12; Cattle, 40; Hogs, 20; Sheep, 14.]

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CANADIAN RAILWAYS.

In the particular of the construction of railways, the progress of the Dominion of Canada has been very rapid since Confederation; and great efforts are being made at the present moment to extend and complete the system.

In the Appendix to this book a statistical view of the railways of Canada is given, fron 1876 to 1885, inclusive, with a list of the railways in operation, taken from the Official Report, together with a sketch of the progress now making on the great railway works.

The projection and construction of new lines, and the extension of older roads into new districts, proceed with continued activity, proving the energy with which the resources of the country are being developed. During the past fiscal year 427.69 miles were added to the length of road constructed, bringing it up to 10,377.24 miles, while in every province of the Dominion, with the exception of Prince Edward Island (already amply provided for by the P.E.I. Ry.), new roads are penetrating regions hitherto inaccessible.

During the past fiscal year the railways felt the effects of the prevailing commercial depression in a slight reduction of passenger traffic; and although the freight tonnage exceeded that of 1884 by 359,294 tons, the receipts from freight were less by $753,797.00, showing the results of competition induced by the opening of new lines. But notwithstanding the reduction in the receipts, the net earnings exceeded those of 1884 by $437,522.00, proving greater economy in the management.

The rapidity and thoroughness with which the Canadian Pacific Railway has been carried through to completion reflect the highest honour on all concerned. The construction of our great highway is a feat without parallel in railway history. The Company completed their work in four years and nine months, instead of in ten years, as the terms of their contract permitted, rail connection from ocean to ocean having been accomplished on the 10th November, 1885. With its branches, this great railway embraces 3,325 miles of road, and its leased lines bring the mileage under its management up to nearly 4,000 miles. Its earnings already give promise of the success of the enterprise, although so large a portion of it passes through regions very sparsely peopled or wholly unsettled.

The total amount of paid up capital expended in the construction of railways in Canada, at the end of the fiscal year, was $626,172,145.00.

The natural and physical advantages for the construction of a transcontinental railway are very much greater in Canada than at any other point in North America. The Canadian line, in the first place, passes through that portion of the continent known as the "Fertile Belt," instead of over arid or salt plains. The highest pass, according to Mr. Fleming's report on the line selected by him, was 3,372 feet above the level of the sea; while the line of railway having its terminus at San Francisco has to scale an elevation of 7,534 feet. It is understood, however, that the Canadian Pacific Railway Company have found a more southern and shorter pass through the Rocky Mountains than that which was surveyed by the engineers under Mr. Fleming and selected by him. It is not certain that the gradients of the Kicking Horse Pass will be in all respects quite so favourable as the Tete Jaune. But the gain in distance is expected to be from fifty to one hundred miles. The following further statements are extracted from Mr. Fleming's report:

"Viewing the Canadian Pacific Railway as a 'through' route between ports on the Atlantic and Pacific Oceans, the comparative profile of altitudes as above given illustrates the remarkable engineering advantages which it possesses over the Union Pacific Railway. The lower altitudes to be reached, and the more favourable gradients are not, however, the only advantages.

"A careful examination into the question of distances, shows, beyond dispute, that the Continent can be spanned by a much shorter line on Canadian soil than by the existing railway through the United States.

"The distance from San Francisco to New York, by the Union Pacific Railway, is 3,363 miles, while from New Westminster to Montreal it is only 2,730, or 636 in favour of the Canadian route.

"By the construction of the Canadian Pacific Railway, even New York, Boston and Portland will be brought from 300 to 500 miles nearer the Pacific coast than they are at present.

"Compared with the Union Pacific Railway, the Canadian line will shorten the passage from Liverpool to China, in direct distance, more than 1,000 miles.

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WOLFE'S COVE: A VIEW ABOVE QUEBEC, LOOKING UP THE ST. LAWRENCE. BY H.R.H. THE PRINCESS LOUISE

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"When the remarkable engineering advantages which appear to be obtainable on the Canadian Line, and the very great reduction in mileage above referred to are taken into consideration, it is evident that the Canadian Pacific Railway, in entering into competition for the through traffic between the two oceans, will possess in a very high degree the essential elements for success."

It will thus be seen that the Canadian Pacific Railway has not only Canadian but Imperial interest.

As regards the Pacific Ocean connections of the Canadian Pacific Railway, it is worthy of note that the distance from Japan, China, or the Atlantic coast generally to Liverpool is from 1,000 to 1,200 miles less by the Canadian Pacific than by the Union Pacific Railway. In reference to this point Prof. Maury, U. S., writes: "The trade-winds place Vancouver Island on the way side of the road from China and Japan to San Francisco so completely that a trading vessel under canvas to the latter place would take the same route as if she was bound for Vancouver Island; so that all return cargoes would naturally come there in order to save two or three weeks, besides risks and expenses." It must, however, be clearly understood that this advantage, equivalent to the distance between Vancouver Island and San Francisco, viz., about 700 miles, is independent of, and in addition to, the saving of direct distance by the Canadian route given above.

When the great advantages of favourable grades and curves, and shortness of line, passing through a rich and well watered agricultural country, bountifully endowed with coal, are taken in connection with the favourable conditions as respects navigation, both on the east and west sides of the continent, it will appear at a glance that there is a conjunction of commercial forces presented which is unique in the world, and which must in the near future exercise a marked influence upon, if it does not command, what has been commonly known in England as the trade of the East; China and Japan, however, being the west from the Canadian point of view.

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CHAPTER V.

PICTURESQUE AND SPORTING ATTRACTIONS

THE TOURIST AND THE ARTIST.

FROM what has already been said about the magnificent scenery of the St. Lawrence, constituting about one-third of the distance of the ocean steamship voyage; and of the very rapid development of Canadian railways, enabling one to proceed from the ports of either Halifax or Quebec, all the way by rail, beyond the summit of the Rocky Mountains; it may very naturally be expected that the large numbers of pleasure travellers from the United Kingdom and Europe, who, like Alexander, are sighing for new worlds, if not to conquer at least to explore, may be tempted to bend their steps to the northern half of the American continent. There is much in such a trip to attract the tourist, to afford him pleasurable excitement, and to fill his imagination. This trip may, moreover, be made with comfort, comparative cheapness, and economy of time.

The scenes at the departure of the great ocean steamships have often been described, and yet they are ever new, and present fresh attractions to thousands. The same may be said of the ocean voyage, which is now, however, for its lovers, reduced to so brief a space, the steamship not being more than six or seven days on the ocean between the coast of Ireland and the iron-bound rocks of Newfoundland; whence the navigation assumes the character of that known as inland.

There is every comfort on these great ocean steamships, and every incitement to enjoyment as well in the company which is usually found on them, as in the novelty and stimulating effects of the surroundings. A company in such circumstances is cut off for a time from all news and all associations with the outer world. They have the sky overhead, and nothing but the good ship between them and the boundless waters beneath and around, and certainly nothing else to do but to be agreeable to each other; especially when the first peculiar and sometimes disagreeable effects of the beginnings of ocean navigation have passed away. Such a company, composed of ladies and gentlemen, judges, lawyers, doctors, clergymen, farmers, sportsmen, artists, official persons, and others, very often find among themselves almost infinite resources for pleasurable entertainment and making the voyage agreeable. Concerts and charades, readings, etc., etc., follow each other; and on Sunday there is the decorum of church services. These are generally held in the saloon, and steerage passengers are invited to attend.

From the Atlantic Ocean off the coast of Newfoundland, there is a navigation of nearly a thousand miles to the city of Quebec, through the great waters of the Gulf and River St. Lawrence, which form one of the most remarkable physical features of the continent. The shores of the St. Lawrence are fairly lined with the white villages and churches of the French *habitants*, where the traveller may find many of the features, still in their simplicity, of the Province of Bretagne in France of two centuries ago. These are a strong and happy race of men. They have increased from a mere handful at the time of the French settlement to a powerful people of 1,298,929; a conclusive proof of a healthy climate and prosperous conditions of life.

Arrived at Quebec, if our tourist is inclined to pause, he may find much to interest and instruct him in this "ancient city." Thence proceeding 180 miles further west towards Montreal, he may have the choice of two railways and the fine steamboat line which plies daily on the St. Lawrence between the two cities. These river steamers may at least cause him surprise if he has not before been to America. They are of large size;

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Old poplars that adorn the lower ramparts, built on the site of those which defended the city in 1759. The walls have been neglected, but are now being restored to their original condition by the Dominion Government

PART OF THE LOWER RAMPARTS: A VIEW AT QUEBEC. BY H.R.H. THE PRINCESS LOUISE.

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and afford the accommodation of first-class hotels. He will find that though the scenery lacks the grandeur of that he has left behind him in the lower St. Lawrence, it is still very beautiful and enjoyable on a fine summer's evening. If he prefers the rail, he can leave at night, enter what is called a "sleeping car," and be at Montreal on awakening the next morning.

Our traveller has now arrived at the commercial capital, over a thousand miles from the ocean. Montreal has a population in round numbers of 150,000 inhabitants within its somewhat narrow city limits. These figures would be largely increased if the adjacent villages, which virtually form part of the city, were taken in. Montreal is a handsome, well-built city, and a place of large commerce and great wealth. It is rapidly increasing, and probably in the immediate future will fill the whole island of Montreal. In addition to its commercial facilities, being the head of ocean navigation, it is a railway centre, and has very favourable manufacturing facilities. The population is mixed English and French speaking, each contributing to the city's progress. The Victoria Bridge, crossing the river, about two miles wide at this place, is one of the features of Montreal. The city is beautifully situated, and the view from the Mountain Park overlooking it is one of the most charming to be found in any country.

Proceeding west, the tourist may call at Ottawa, the seat of the Federal Government; which he may reach by the choice of three railways, or by the steamers on the Ottawa, a river having a course of more than 700 miles in length, yet itself but an affluent of the great St. Lawrence.

Ottawa has a population of about 28,000. The Parliament Buildings form the most prominent feature of attraction to the tourist, from their architecture (Renaissance Gothic) and commanding situation. They stand on the south bank of the Ottawa, on high and spacious grounds, of about twelve acres in extent, and are visible for miles around. An eminent writer has well said of them that they "are among the glories of the architecture of the world."

Proceeding westward, the pleasant city of Kingston, the former capital of the two old Provinces of Upper and Lower Canada, and situated at the foot of Lake Ontario, is next reached; and further west, at the head of the lake, the tourist will come to the large and beautiful city of Toronto, claimed by its inhabitants to be the "Queen City" of Western Canada.

The city of Toronto had a population of 86,415 when the Dominion census was taken in 1881. But now, according to a municipal census, its population is much more than one hundred thousand. Its streets are beautifully laid out, and it has many handsome buildings. It is surrounded by a rich and pleasant farming country; and now there is direct rail connection with the Canadian Pacific Railway from this point. Many lines of railway centre in this city, opening up large portions of the Dominion tributary to it. If the tourist should make Toronto a point at which to stop, and from which to see the Province of Ontario in detail, he may visit Hamilton, St. Catharines, Niagara Falls, Guelph, London and numerous other thriving and prosperous towns, situated in a rich farming country, where the numerous pleasant homesteads, with fields, orchards, flocks and herds, give everywhere the impression of agricultural contentment and success.

If the tourist should continue on his journey westward, and go to Thunder Bay, near the head of Lake Superior, he will again have gone more than a thousand miles, as the crow flies, from his last stopping-place; or 2,500 miles from the ocean. In other words, he will have travelled as far from the Atlantic Ocean as from Liverpool to the city of Quebec. The upper lakes have not been inaptly termed "inland seas;" and Lake Superior is at once the largest and most remarkable sheet of fresh water in the known world.

The scenery is very beautiful, particularly about Thunder Bay, the lake terminus of the Canadian Pacific Railway, where stands the town of Port Arthur, and where undoubtedly in the near future a great city will arise

The tourist from Port Arthur can take the Canadian Pacific Railway, and proceed direct to Winnipeg. Measured on the map in a straight line, the distance is about 400 miles; but the meanderings of the railway in the rugged and highly picturesque country it passes through would make that distance longer. It might be worth while to stop at a place called Rat Portage, a point at which the Lake of the Woods—a large and beautiful sheet of water literally studded with wooded islands, in the same way as the Thousand Islands below Kingston—falls over a ledge of rocks into Winnipeg River; the waters of which now run northerly into Lake Winnipeg; a lake which is over 240 miles long. The scenery here is very beautiful; and the immense water-power will probably induce the building of a large manufacturing city—the Minneapolis of the Canadian North-West.

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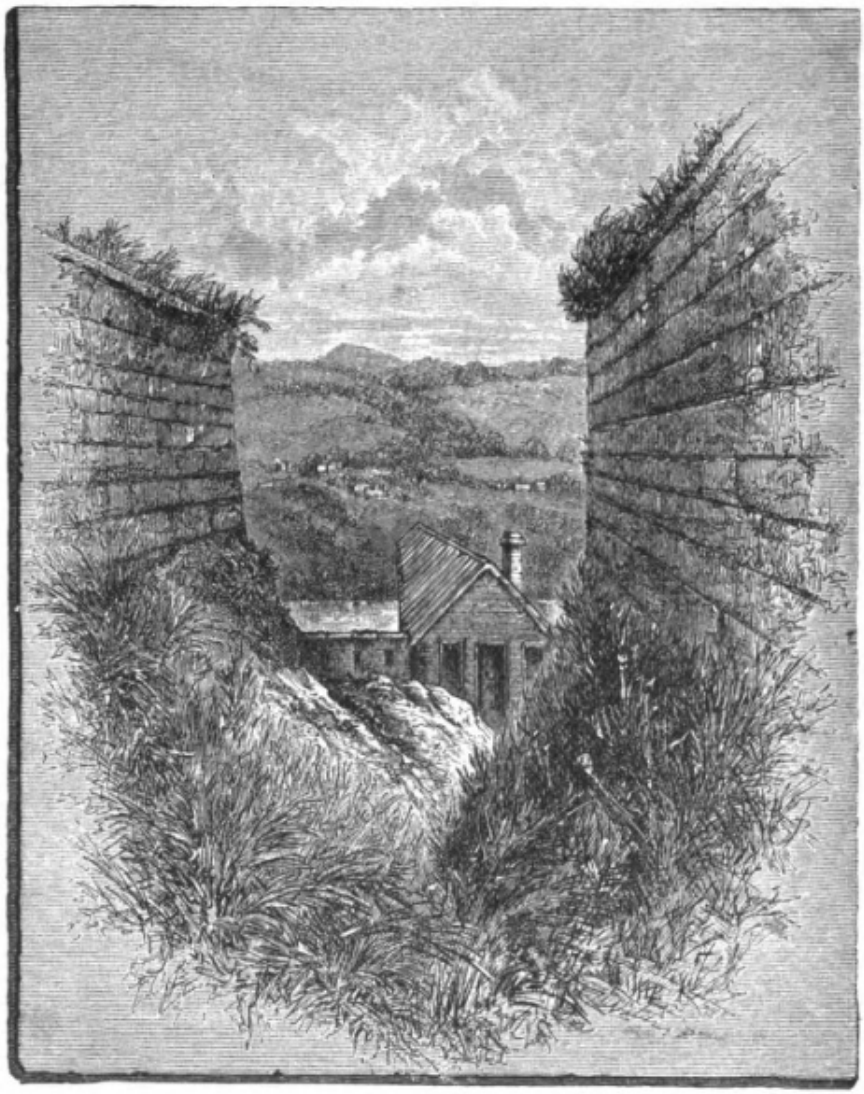
Proceeding on his westward way, the city of Winnipeg, situated on the Red River, at the confluence of the Assiniboine, would surely give him a surprise. Within the years that may be counted on the fingers, Winnipeg was almost naked prairie. By the census of April, 1881, it had a population of about 8,000; since which time it has steadily increased both in wealth and population; and it is now said to contain 30,000 inhabitants. There has been a rush to it from all parts, so great that building accommodation could not be procured for all incomers; and one saw, even late in the fall, whole streets of



DITCH AND RAMPARTS: A VIEW AT QUEBEC. BY H.R.H. THE PRINCESS LOUISE.

canvas tents, and primitive constructions of merely wooden boxes, while substantial buildings of every kind were everywhere being "rushed" up. There are splendid villa residences in Winnipeg; handsome houses and magnificent blocks of shops or "stores," as they are called, which would be conspicuous in the great cities of Europe. A very large business is done, large numbers of people have grown rich, and the streets which have tram railways are already lighted with electricity. Its citizens believe, and apparently not without good reason, in view of the vast territories that must be tributary to

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Winnipeg, that it will become in the near future one of the great cities of the world. Business eagerness seems to be depicted on the faces of the people, and at times the hurrying and crowding on parts of Main Street, Winnipeg, remind one of State Street, Chicago.

After having travelled about three thousand miles from the ocean, the tourist has now arrived at the centre of the continent of North America, and he has fairly entered on the prairie region of the great North-West of the Dominion of Canada. He may now drive over the plains, directing his course by the points of the compass in the same way as on the ocean; and proceeding west for about 1,000 miles, will reach the Rocky Mountains. Here the scenery has a grandeur which words fail to describe. The Rev. Dr. McGregor, in a paper contributed to the *Contemporary Review*, says: "Our first glimpse of that long and magnificent line of gigantic peaks and mighty masses—a broken mountain wall of glittering snow some hundred miles away—was a vision of glory never to be forgotten. On our ascending from a great Indian pow-wow on the Bow River to the upper level, they looked in the clear morning air like a long series of sharp-cut white pyramids built upon the prairie; then the great dog-toothed line rose higher; then the long serrated range of jagged peaks and twisted masses, seen under sunshine almost tropical in its heat and purity, stood out in all its splendour, sharp and distinct as if only a few miles away, their sides blue in shadow, while their peaks and faces were a glittering snow-white down to the yellow prairie level out of which they seemed to rise. When forty-five miles distant from them, I noted as special features the straightness of the range from the two extreme points of vision, and that, though broken into every variety of form, the pyramidal peak predominating, the summit line was pretty uniform, like a deep and irregularly toothed saw. I suppose that nowhere else on earth is there such an ocean of verdure bounded by such a shore."

The Canadian Pacific Railway is completed through the mountains to the Pacific Ocean; thus opening up a new route to the Province of British Columbia.

His Excellency the Marquis of Lorne, on the occasion of his visit to British Columbia, made a speech in the autumn of 1882, in which he referred to the importance of cultivating the attractions held out by the scenery of this Province. He said: "I would strongly advise you to cultivate the attractions held out to the travelling public by the magnificence of your scenery. Let this country become what Switzerland is for Europe in the matter of good roads to places which may be famed for their beauty, and let good and clean hotels attract the tourist to visit the grand valleys and marvellous mountain ranges. Choose some district—and there are many from which you can choose—where trout and salmon abound, and where sport may be found among the deer and with the wild fowl. Select some portion of your territory where pines and firs shroud in their greatest richness the giant slopes and swarm upwards to glacier, snow field, and craggy peak, and where in the autumn the maples seem as though they wish to mimic in hanging gardens the glowing tints of the lava that must have streamed down the precipices of these old volcanoes. Wherever you find these beauties in greatest perfection, and where the river torrents urge their currents most impetuously through the Alpine gorges, there I would counsel you to set apart a region which shall be kept as a national park."

Such are the merest outlines of a trip which any person from the United Kingdom can undertake at moderate expense, within a few weeks, and which may be varied with almost infinite detail and interest in any part of the Dominion. It is suggested as a variation from the now old round of the European watering places.

THE SPORTSMAN AND THE ANGLER.

Foremost among the attractions for sportsmen may be placed buffalo hunting on the vast prairies of the North-West, although, unfortunately, this noble game is beginning to disappear. Travelling via the Canadian Pacific Railway west of Winnipeg, which may be taken as a point of departure, sportsmen may there procure camping requisites, and may hire expert guides with trained horses; but it is best before concluding arrangements to consult with some skilled person on the spot. These guides, or "plain hunters," are most expert, and, as a rule, trustworthy, honest and respectful.

In the forests of New Brunswick and Quebec, moose are abundant; but the chase, if exciting, is most arduous, and experienced guides should be engaged. The best are the Canadian, French and Indian half-breeds, who are active, hardy, shrewd and skillful both in killing and caring for the game. They are more cleanly than the full-blooded Indians, and better cooks

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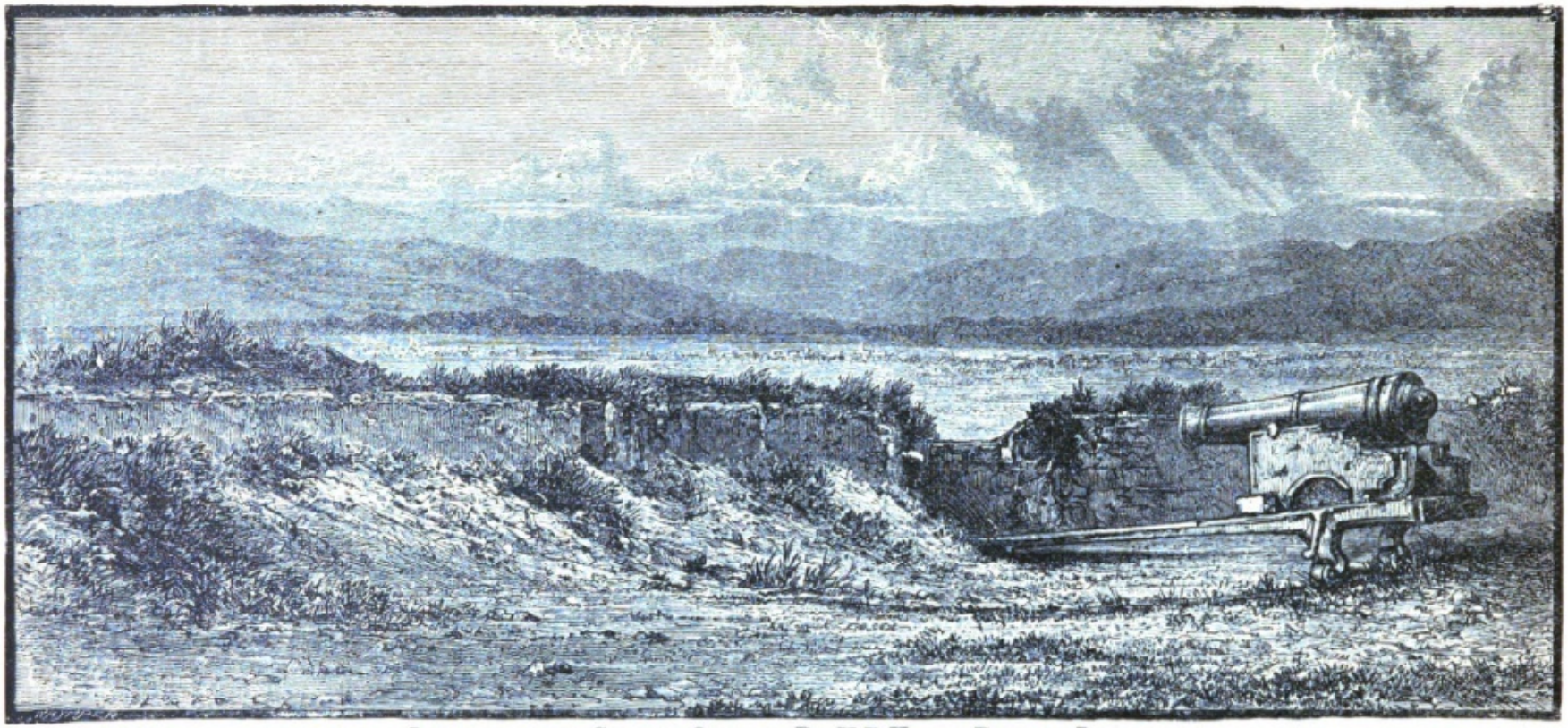

INTERIOR OF THE CITADEL, QUEBEC. BY H.R.H. THE PRINCESS LOUISE.

Plateau, looking over the St. Charles Valley, with part of the Laurentian range in the distance, as seen from the Governor-General's windows. The present citadel was built in the early part of this century. The old French fortifications extended rather farther than the present works, and their lines can be most distinctly traced. Large military stores are kept in the citadel.

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Those who have time and means to push on to the Rocky Mountains may find grizzly bears; and the forests of British Columbia teem with many kinds of large game.

For less ambitious sportsmen, there is a range in the older Provinces from deer shooting to bagging squirrels; including bears, foxes, wolves, otter, mink, pine, marten, sable, hares, racoons, etc.

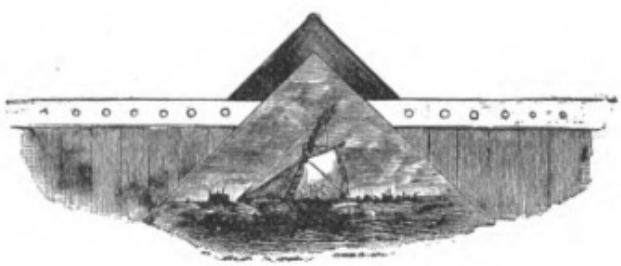
All game is common property, and the game laws are simple, restricting sport only in the "close" or breeding season. Necessary outfits may be purchased on arrival in Canada, and it is unadvisable to bring inexperienced English servants.

Among feathered game there are woodcock, snipe, pigeons, partridges, quail, plover, prairie fowl, geese, ducks, brant and curlew; while of eagles, hawks, owls and such birds, there are many varieties. Facilities are especially abundant for duck-shooting. The birds move north in the spring, and hatch their young on the shores of the small lakes that abound in every Province. At or near many of the lakes are well-kept hotels, where ample accommodation is afforded, everything included, for between four and eight shillings per day. Wild geese are frequently killed in these lakes, although as a rule they migrate further north. Prairie chickens may be bagged in any number on the plains, and these are very fine game.

The Canadian fisheries, marine and inland, are probably unrivalled in the world. Passing by such as are of a more commercial nature—the famous cod fisheries of Nova Scotia and Newfoundland, for instance—the attention of anglers is called to the unsurpassed salmon and trout-fishing. Many other kinds of fish abound. The best salmon streams are in Nova Scotia, New Brunswick, Quebec and British Columbia.

Breeding establishments are carried on by Government officers. The fisheries are closed during the breeding season. Some of the salmon rivers on the lower St. Lawrence are leased from the Government by private parties; but permission for a week's fishing can readily be obtained. Up the country, the lakes and rivers are all free.

Trout abound in Canadian waters; but no stream can surpass the Nepigon, on the north shore of Lake Superior. Clear, cold and rapid, this stream affords much sport, from its mouth to its source. The fish caught are from one to seven pounds in weight; firm, hard and beautifully marked. In going to the Nepigon, the requisite camp furniture and provisions should be first laid in at Toronto. Then at Sault Ste. Marie, on the way up, two half-breeds and a canoe should be engaged. The fish taken can be so well cured by the half-breeds as to keep perfectly for months. Bass, pike, pickerel, white-fish, perch, etc., are plentiful in all the lakes and rivers.



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CHAPTER VI.

CANADA AS SHOWN BY FIGURES.

AREA OF PROVINCES AND TERRITORY.

A **TABLE** is subjoined of the territorial area of the Provinces and North-West Territory of Canada; the figures of the four old Provinces of Canada being taken from the Introduction to the Census of 1881:

Prince Edward Island	2,133	sq. miles.
Nova Scotia	20,907	"
New Brunswick	27,174	"
Quebec	188,688	"
Ontario	181,800	"
Manitoba	123,200	"
British Columbia	341,305	"
The Territories	2,585,000	"
Total square miles	3,470,257	

It is to be observed that the areas of the great waters, such as the great lakes and rivers of the Upper Provinces and the St. Lawrence, the bays and inlets of the Lower Provinces, are not included in the above table of square miles, these being compiled from census districts established with a view of apportioning population to specific areas of land. The areas of these waters, as nearly as they can be estimated from measurement on the maps, would be about 140,000 square miles, which, added to the areas taken from the census districts, would give a total of over 3,610,000 square miles.

The area of the whole of the continent of Europe is 3,900,000 square miles; the area of the United States, exclusive of Alaska, is 2,933,588 square miles—that of Alaska is 577,390 square miles—combined making 3,510,978 miles. Thus the Dominion is nearly six hundred thousand square miles larger than the United States without Alaska, and nearly eighteen thousand square miles larger than both combined.

The total population of the Dominion by the census of 1881 was 4,324,810, against 3,687,024, as shown by the census of 1871. The increase in the old Provinces during the decenniad was over 18 per cent. The increase for the same Provinces in 1871 over 1861 was over 12 per cent. The number of males in 1881 was 2,188,854; that of the females 2,135,956; there being a preponderance of more than 50,000 males over the females in the Dominion. This has probably arisen from the excess in immigration of males over females; and it is very desirable in the social and economical interests of the Dominion that this difference should be redressed by an increased immigration of females. (See Census Tables in Appendix to this Guide Book.)

Of this population, 478,235 were born in the British Isles and possessions; 101,047 in Prince Edward Island; 420,088 in Nova Scotia; 288,265 in New Brunswick; 1,327,809 in Quebec; 1,467,988 in Ontario; 19,590 in Manitoba; 32,275 in British Columbia; 58,430 in the Canadian North-West Territories; 77,753 in the United States; and 53,330 in other countries.

Of the population of the Dominion 641,703 live in cities and towns having a population of over 5,000 inhabitants. (See Census Tables in Appendix to this Guide Book.)

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The trade of Canada has very greatly increased since Confederation. At the end of 1868, the first fiscal year after the union, the total exports were $57,567,888.00; in 1884-5, $89,238,361.00. In 1868 the total imports were $73,459,644.00; in 1884-5, $108,941,486.00. The total trade being in 1868, $131,027,532.00; and in 1884-5, $198,179.847.00, and the amount of duties collected was $19,133,558.99.

Among the exports, the value of animals and their produce was $26,503,994.00; agricultural products, $19,120,366.00; products of the forest, $22,873,305.00; of the mine, $3,836,470.00; and of fisheries, $7,976,313.00.

The total value of the Canadian fisheries in 1884 was $17,852,721.00, against $14,499,-979.71 in 1880. The value of fish exported in 1884-5 was $7,976,313.00. These figures show that by far the largest portion of the product of the fisheries of the Dominion is consumed at home.

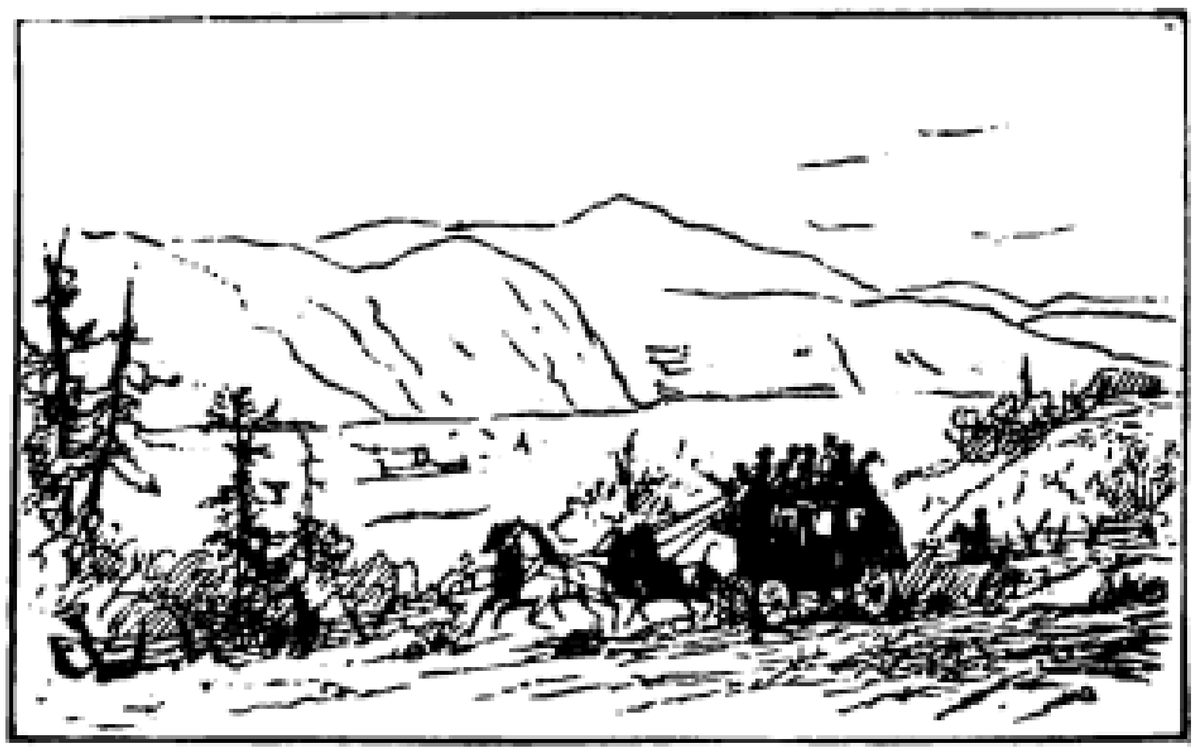
The total amount of receipts for the Dominion in the fiscal year 1884-5 was $78,418,843.88, and the receipts at the credit of the Consolidated Fund were $32,797,001.32. The payments from the Consolidated Fund were $35,037,060.12. These two last sums represented the revenue and expenditure for the year. The total amount of the funded and unfunded debt of Canada on the 1st of July, 1885, was $264,703,607.43, against which there are assets amounting to $68,295,915.29, leaving the net debt $196,407,692.14. This would represent a net debt *per capita* of about $40.00.

The total interest on the public debt of Canada for the same year was $9,419,482.19.

The total amount expended directly on capital account for that year was $13,214,-764.96, while subsidies to railways and public improvements swelled the aggregate to $24,147,578.96.

The Dominion has made great strides in its banking operations since Confederation. The total paid-up banking capital in 1868, the first year after Confederation, was $30,477,899.18. In December, 1885, it was $61,763,279.48. The total amount of deposits in 1868 was $30,168,556.00. In Dec., 1885, the total deposits amounted to $111,270,950.78.

The progress made in the construction of railways and canals has been previously shown in these pages.



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Niagara Falls, as seen from Winslow Park.

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CHAPTER VII.

PROVINCES OF THE DOMINION.

THE PROVINCE OF ONTARIO.

EXTENT AND POSITION.

ONTARIO is the most populous and wealthy province of the Dominion of Canada, and its growth has been exceedingly rapid. The area within its old limits, as taken from the census districts, is 101,733 square miles; but if we compute this area from simple measurement of the map, including rivers and lakes, its extent would be increased by about 20,000 square miles. It is further to be stated that the territory respecting which there has been dispute has been declared to belong to Ontario by a decision of the Judicial Committee of the Privy Council, and this adds about 80,000 square miles to the Province, making altogether a total of about 200,000 square miles.

The Province of Ontario reaches the most southern point of the Dominion, namely, to the latitude of Rome in Italy; and being in a large measure surrounded by the great lakes of the continent of North America, its climate is much modified by their influence. The principal source of its wealth is agriculture, and it may be said to take the lead in the farming operations of the Dominion. The number of acres of land surveyed in this Province is about 31,000,000; and the number of acres already granted and sold is about 22,000,000.

POPULATION, OCCUPATIONS AND CITIES.

The population of Ontario is 1,923,228, as shown by the census of 1881, but the increase to the present date (1886) will bring these figures to over two millions, the increase as established by the last census being 18.6 in ten years; and, as already stated, agriculture forms the principal occupation of the inhabitants, although lumbering in the rich forests, mining in the bountiful deposits, commerce, and seafaring occupations on the great lakes attract a portion of the labour of the energetic people of the Province.

Toronto, the seat of the Provincial Government, had a population of 86,415 by the census of 1881; but it appears, from a municipal census recently taken, its population is now considerably over one hundred thousand; it is a city of which any country might be proud, and it is very rapidly continuing to grow, both in wealth and population. There are also other cities of considerable extent.

Ottawa has a population of over 28,000; it is the seat of the Dominion Government, and here are erected the Houses of Parliament and Departmental Buildings. These constitute three of the finest edifices on the continent of America, and excite the admiration of all beholders. Among the other large cities of the Province may be mentioned Hamilton, with a population of about 36,000; London, with a population of over 19,000; Kingston, with a population of about 15,000; and there are numerous other wealthy and really beautiful cities and towns of less population.

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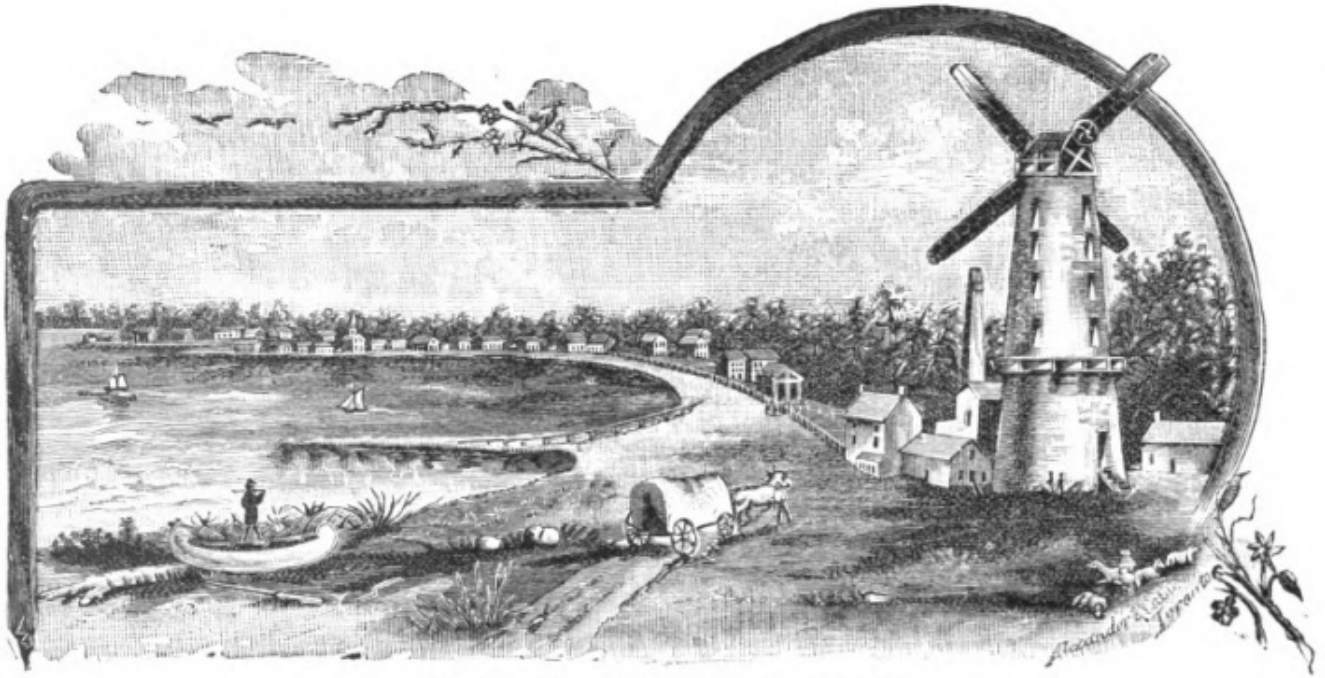

TORONTO, PROVINCE OF ONTARIO, IN 1834.

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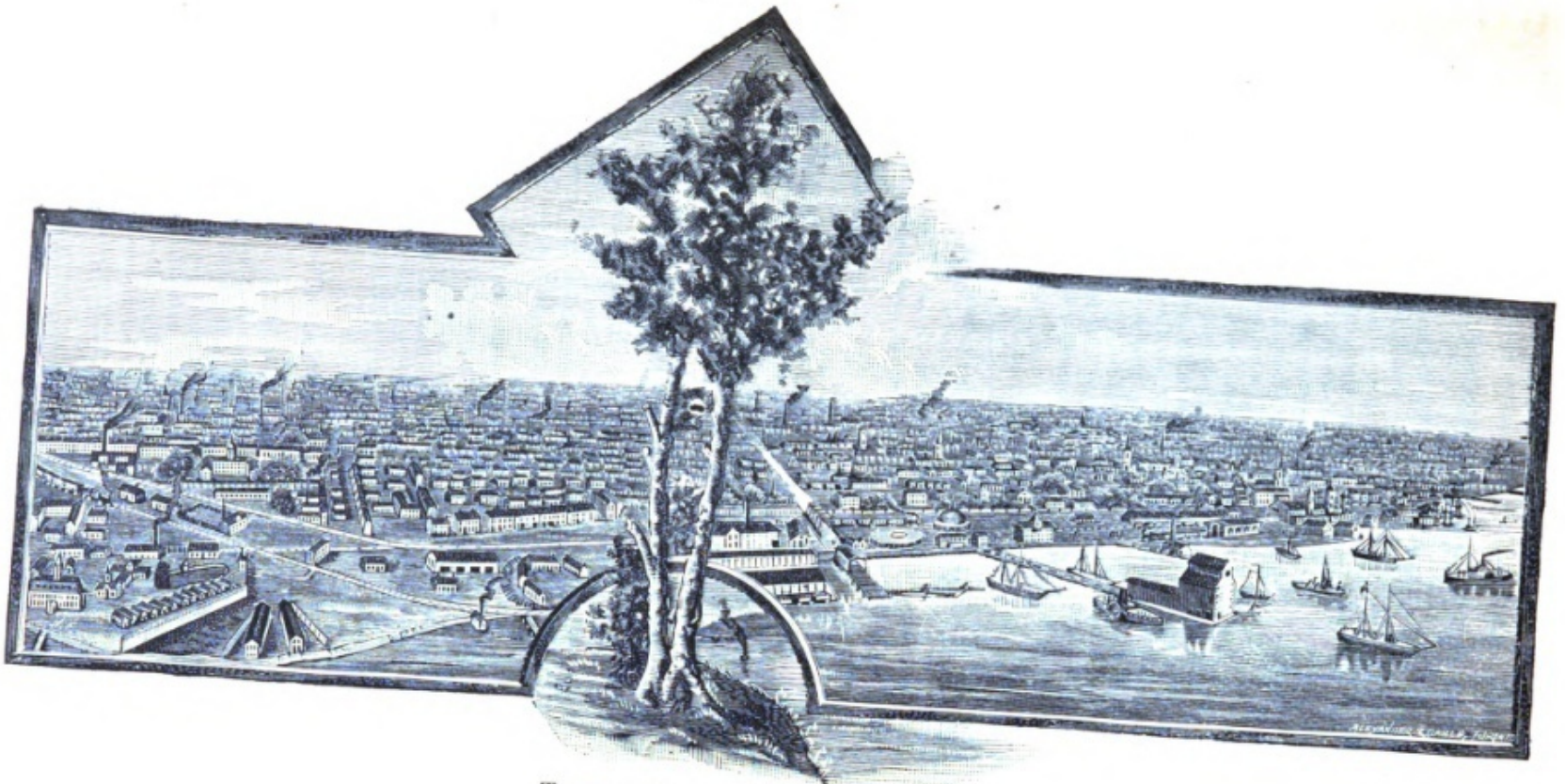

TORONTO, PROVINCE OF ONTARIO, IN 1886.

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RESOURCES AND DEMANDS FOR LABOUR.

The soil of this Province may be generally described as very rich. It varies in different localities, but a large proportion of the whole is the very best for agricultural and horticultural purposes, including the growing of all the kinds of fruits which flourish in the temperate zone; its special adaptation to the growth of these being favoured as well by its summer suns as by the modifying influence of the great lakes.

Its water communication by means of the great lakes and the St. Lawrence River system, improved by the magnificent series of Dominion canals, is unsurpassed. Its mineral wealth, excluding the one article of coal, is probably equal to that of any part of the world, abounding, as it does, in iron, copper, lead, silver, gold, marble, petroleum, salt, etc. Its numerous forests of pine timber are too well known to need any description. The great lakes abound with fish, and the forests with game.

Men to work and develop these resources are therefore the kind of immigrants Ontario is most in need of. Agriculturists, from this being the leading industry, stand in the first place. But as well as wanting men to clear its forests and cultivate its soil, it requires men to build its houses, to make furniture and household goods, and to open up communication from one part of the country to another by the construction of roads and railways.

It is further to be stated in this connection that Ontario is rapidly becoming a manufacturing country. The leading industries are: works for making all kinds of agricultural implements in iron and wood; waggons, carriages, railroad rolling stock (including locomotives), cotton factories, woollen factories, tanneries, furniture factories, flax works, ordinary iron and hardware works, paper factories, soap works, wooden-ware, etc. The bountiful water supply in Ontario is used in these manufactures, as is also steam, for motive power.

There is a very great demand for female labour for domestic service, both in the towns and country; also for work in some of the factories; also a demand for dressmakers, milliners and seamstresses; all of whom obtain good wages in Ontario.

But, as has been elsewhere stated in this Guide Book, and cannot be too strongly impressed upon intending immigrants, the chances for professional men, book-keepers, clerks, and for women above the classes indicated, are not good in Ontario; and such persons should not be advised to emigrate except they have been previously engaged.

PROSPERITY OF IMMIGRANTS IN ONTARIO.

Men commencing as labourers, without any capital but strong arms and willing minds, seldom remain in that condition long, but after a period of greater or less duration they generally become employers of labour themselves. It is this moral certainty of rising in the social scale, when the proper means are employed, that brightens the hopes and stimulates the exertions of the poorest settler.

In coming to Ontario, Old Country people will find themselves surrounded by appliances of comfort and civilization similar to those which they left in the old land; the means of educating their children universally diffused; religious privileges almost identically the same; the old natural feeling for the land of their fathers loyally cherished; and an easy means of intercourse, both by steam and telegraph, with the central heart of the great British Empire, of which Canadians are proud to boast that their country forms no inconsiderable part.

CLIMATE AND PRODUCTIONS.

The climate of Ontario has already been referred to, but it may be further mentioned that it is warmer in summer and colder in winter than that of England. Owing to the greater dryness of atmosphere than in England, the heat of summer is not found to be oppressive; while in the winter the clear sky and bracing air which prevail during the greater part of that season render it, in the opinion of many, by far the most pleasant of the year. The frosts of winter have a powerful effect in opening the soil, and thus aiding the operations of the husbandman, while the snow protects the ground from the winds and sun of the early spring, and then melting, fills the soil with moisture and replenishes the wells with an abundant supply of water.

The productions of Ontario are similar to those of Western Europe. Cereals, fruits, grasses and root crops find here their appropriate climate and habitat.

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CITY OF ST. THOMAS.

St. Thomas is an important railway centre, the lines of the Michigan Central, Grand Trunk, Lake Huron & Port Stanley, and the Canadian Pacific Railways, meeting here. It is situat on Kettle Creek, and has several large manufacturing establishments.

CITY OF OTTAWA.

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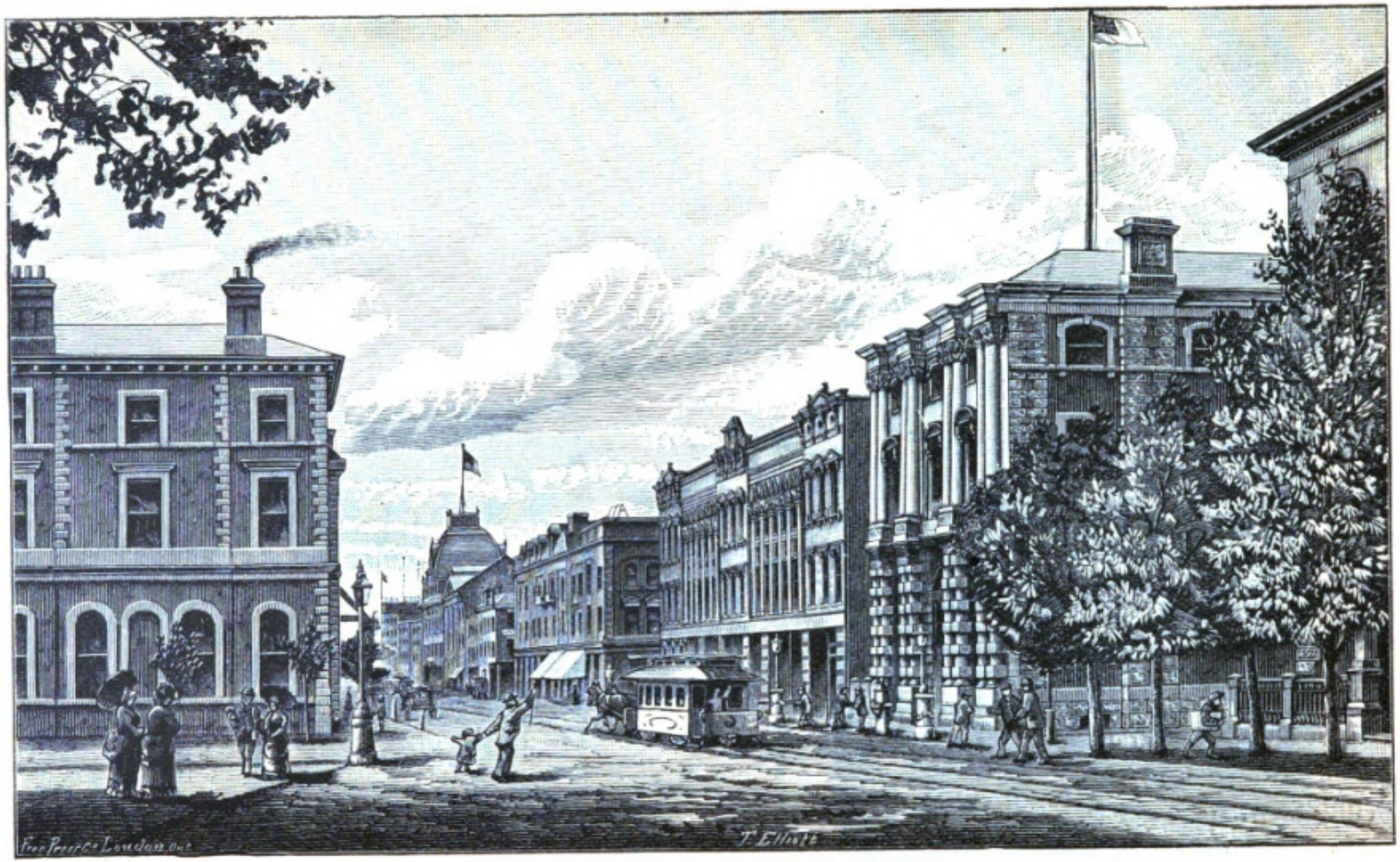

A VIEW IN THE CITY OF LONDON, ONTARIO.

[Richmond Street, looking south.]

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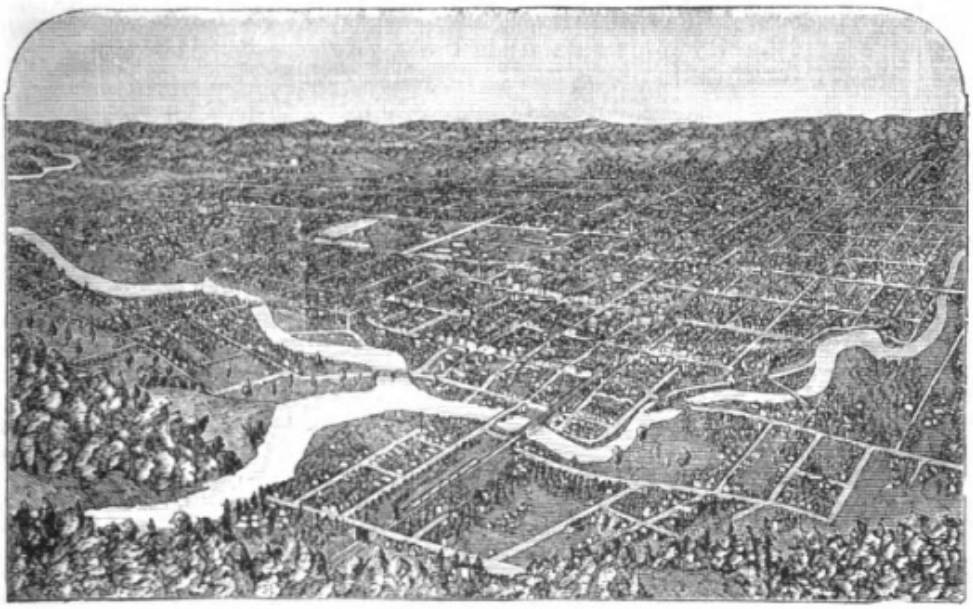

CITY OF LONDON.

The City of London is located at the junction of the north and south branches of the River Thames. It has excellent railway facilities, is the centre of an excellent agricultural district, and is a large manufacturing point, and is rapidly growing. Population, 19,000.

CITY OF BELLEVILLE.

Belleville is a city of about 10,500 inhabitants, situated on the Bay of Quinte and on the Moira River. It has good railway and water communication, and has some extensive manufactures.

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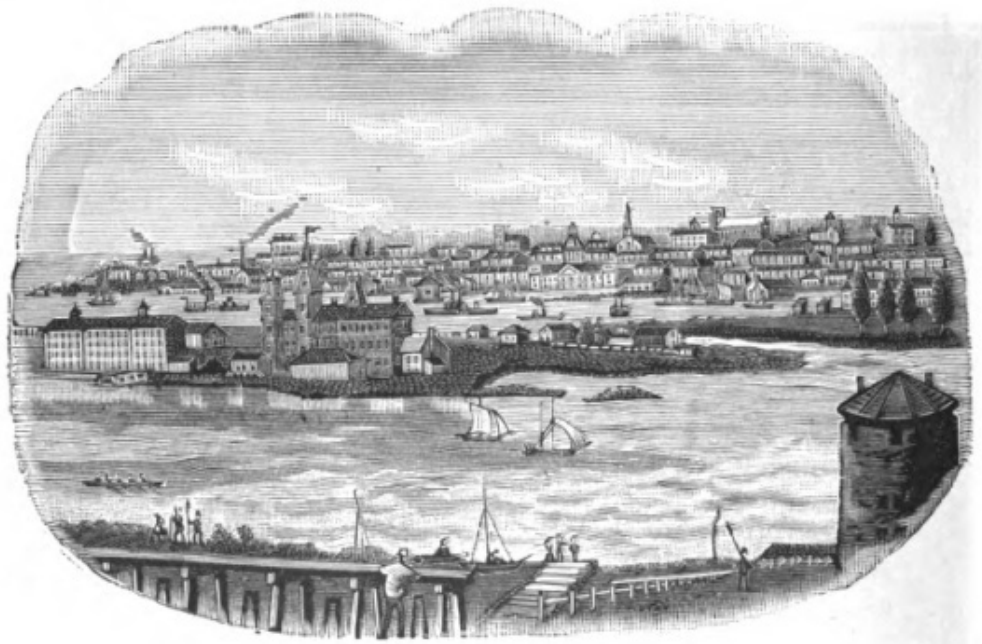
An Agricultural Return, collected by the Bureau of Industries for the Province of Ontario, and published by the Government of that Province, gives the following average production of field crops per acre for the whole Province of Ontario in 1885:

Fall Wheat,	bush	24.0	Buckwheat,	bush	22.5
Spring Wheat	"	20.2	Beans	"	23.8
Barley	"	27.3	Potatoes	"	163.2
Oats	"	38.9	Mangolds	"	471.9
Rye	"	15.9	Carrots	"	382.0
Peas	"	24.0	Turnips	"	426.2
Corn, in ear	"	74.1	Hay and Clover,	tons	1.39

There is also published in the same Return, for the same year, the total yields in bushels of Fall Wheat, Spring Wheat, Barley, Oats, Rye, Peas, Corn and Buckwheat; Fall Wheat, 20,717,631 bushels; Spring Wheat, 14,609,661; Barley, 19,119,041; Oats, 57,696,304; Rye, 1,648,259; Peas, 13,691,607.

Hemp, tobacco and the sugar beet are profitable crops. Maize or Indian corn and tomatoes ripen well, while in the greater part of the Province peaches and grapes come to perfection in the open air. The growth of such products forms an unerring index to the character of the climate. It is stated in another part of this Guide Book, in referring to the general products of the Dominion, that peach orchards of fifty or sixty acres, and vineyards of equal extent, are found in the Province of Ontario, while apple orchards are almost innumerable; the export of apples having become one of the staples of the Province. There are also all sorts of other fruits, which grow within the limits of the temperate zone.



City of Kingston.

Kingston is one of the oldest settled portions of Ontario. It is situated at the head of the Thousand Islands, on the River St. Lawrence, where it issues from Lake Ontario, and on the River Cataraqui, which here falls into the St. Lawrence. The Rideau Canal furnishes water communication with Ottawa. It is on the line of the Grand Trunk Railway, and has railway communication with the country north of it. Population, 15,000.

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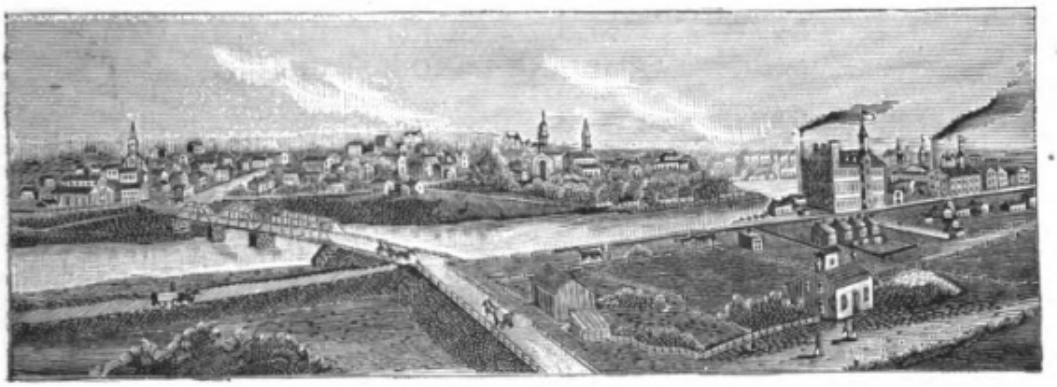
CITY OF GUELPH.

Guelph is situated on the River Speed, and on the main line of the Grand Trunk Railway. It has several manufacturing establishments, and is the centre of a rich agricultural section of the Province. Population, 11,000.



TOWN OF PARIS.

Paris is pleasantly situated at the confluence of the River Nith with the Grand River, and on the main line of the Grand Trunk and the Buffalo and Grand Trunk Railways. The neighbourhood is noted for its extensive deposits of gypsum, and there are several large manufacturing industries. Population, 4,000.

CITY OF BRANTFORD.

The City of Brantford is the head-quarters of some of the largest industries in Ontario, and is a rapidly-growing place. It is pleasantly situated on the right bank of the Grand River, which is navigable to within three miles of the city. Population, 12,000.

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MEANS OF EDUCATION.

One of the chief features of the Province of Ontario, as also one of its chief attractions as a home for settlers, is its admirable system of Public Education. This has been brought to its present perfection by much care and study; the systems in the most advanced countries of Europe having been carefully studied, and their best points appropriated.

The public schools are non-sectarian. The children of all denominations are admitted without distinction. Provision is, however, made to allow the Roman Catholics to have separate schools.

The school funds are derived from four different sources. 1. The sale of lands set apart for school purposes, from the proceeds of which sale is paid the legislative grant, which is apportioned among the schools according to school population, and is used for the payment of teachers' salaries; 2. Municipal assessment—each city, town or county is to raise by assessment an amount equal at least to the legislative grant; 3. Money received from the Clergy Reserve Fund and other sources; 4. Trustees' school assessment.

The schools are governed by trustees elected from and by the ratepayers of the district; and it is imperative on the trustees of each school to levy a tax on the ratable property within their respective sections sufficient to supply any deficiency that may be required after obtaining the legislative and municipal grants.

FARMS AND LANDS.

Uncleared land varies in price from 2s. to 40s. an acre, according to situation and soil. Cleared and improved farms can be bought at prices ranging from £4 to £10 an acre. The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate. Emigrants possessing means would do well not to be in haste to purchase, but to get some experience before taking so important a step. Agricultural labourers would study their own interests by accepting employment as it may be offered on arrival, and they will soon learn how to improve permanently their condition. Persons accustomed to the use of mechanical tools, who intend turning their hands to farming, will often find such an acquisition of great convenience and value.

FREE GRANT LANDS.

On the 1st January, 1881, there were 122 townships open for location under the Free Grant and Homestead Act of 1868, each containing between 50,000 and 60,000 acres; making altogether about 6,710,000 acres of free grant lands. Other townships will be opened up as railways and colonization roads are constructed; and the Georgian Bay Branch of the Canadian Pacific Railway passes through townships in Ontario open to settlers as free grants.

Two hundred acres of land can be obtained, on condition of settlement, by every head of a family having children under eighteen years of age; and any male over eighteen years of age can obtain a free grant of 100 acres on condition of settlement. These lands are protected from seizure for any debt incurred before the issue of the patent, and for twenty years after its issue by a "Homestead Exemption Act."

CONDITIONS OF SUCCESSFUL SETTLEMENT ON THE FREE GRANTS.

In order to make a successful settlement upon a free grant, the settler should have at the least £40 to £50 after reaching his location. But, as elsewhere advised in this Guide Book, it would be an act of wisdom on the part of immigrants on their arrival in the country to deposit their money in a Savings Bank, where it would draw four per cent. interest, and go out for a year as agricultural labourers. The experience thus acquired will far more than compensate for the time lost. The settlers are always willing to help new comers. A house, such as is required by the Act, could be erected by contract for from £5 to £8; but with the assistance which the settler would certainly receive from his neighbours, it might be erected for even less. The best season of the year to go on a free grant is the month of September, after harvest work in the old settlements is over. There is time to put up a house, and get comfortably settled before the winter sets in; and during the winter the work of chopping and clearing can go on. The operation of

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putting in the first crop is a very simple one. Ploughing is at once impracticable and unnecessary. The land is light and rich. All it needs is a little scratching on the surface to cover the seed. This is done with a drag or harrow, which may be either a very rough, primitive implement—a natural crotch with a few teeth in it—or it may be carefully made and well finished.

ADVANTAGES FOR PERSONS WITH MEANS.

Persons with moderate but independent means, who are living on the interest of their money in England, could double their incomes by settling in Ontario, where seven per cent., and sometimes more, can easily be obtained for investments on first-class security. Add to this, that living and education are cheaper than in the Old Country, and it will be at once obvious how great are the advantages Ontario offers to this class of persons, and especially those with families.

Another class of persons to whom Ontario offers special inducements are tenant farmers, who are ambitious of changing their condition as leaseholders to that of freeholders. Improved farms can be bought in Ontario for the amount of capital necessary to carry on a leased farm in Great Britain, thus placing the well-to-do farmer in a position of independence.

City of St. Catharines.

St. Catharines has a population of about 10,200; is situated on Twelve Mile Creek, and is the principal point on the Welland Canal. It has good railway facilities, and has several extensive manufacturing industries.

Hamilton is beautifully situated on the south-west shore of Burlington Bay, at the extreme west end of Lake Ontario. It has excellent facilities for communication by water and railway, and is a large manufacturing city. The population is about 36,000.

Port Arthur is a thriving town on the shore of Thunder Bay, Lake Superior, and is rapidly growing. The Canadian Pacific Railway runs through it, and is the port to which the steamers of the company make tri-weekly trips from Owen Sound. It is in the midst of a rich mineral region Population, 1,500.

THE PROVINCE OF QUEBEC.

EXTENT AND GENERAL CAPABILITIES.

The Province of Quebec has an area of 188,688 square miles as taken from the census districts, but if the map is measured, including the waters which comprise a portion of this Province the area may be stated at 210,000 square miles. The soil of a large portion of this immense area is exceedingly fertile, and capable of high cultivation. The cereals,

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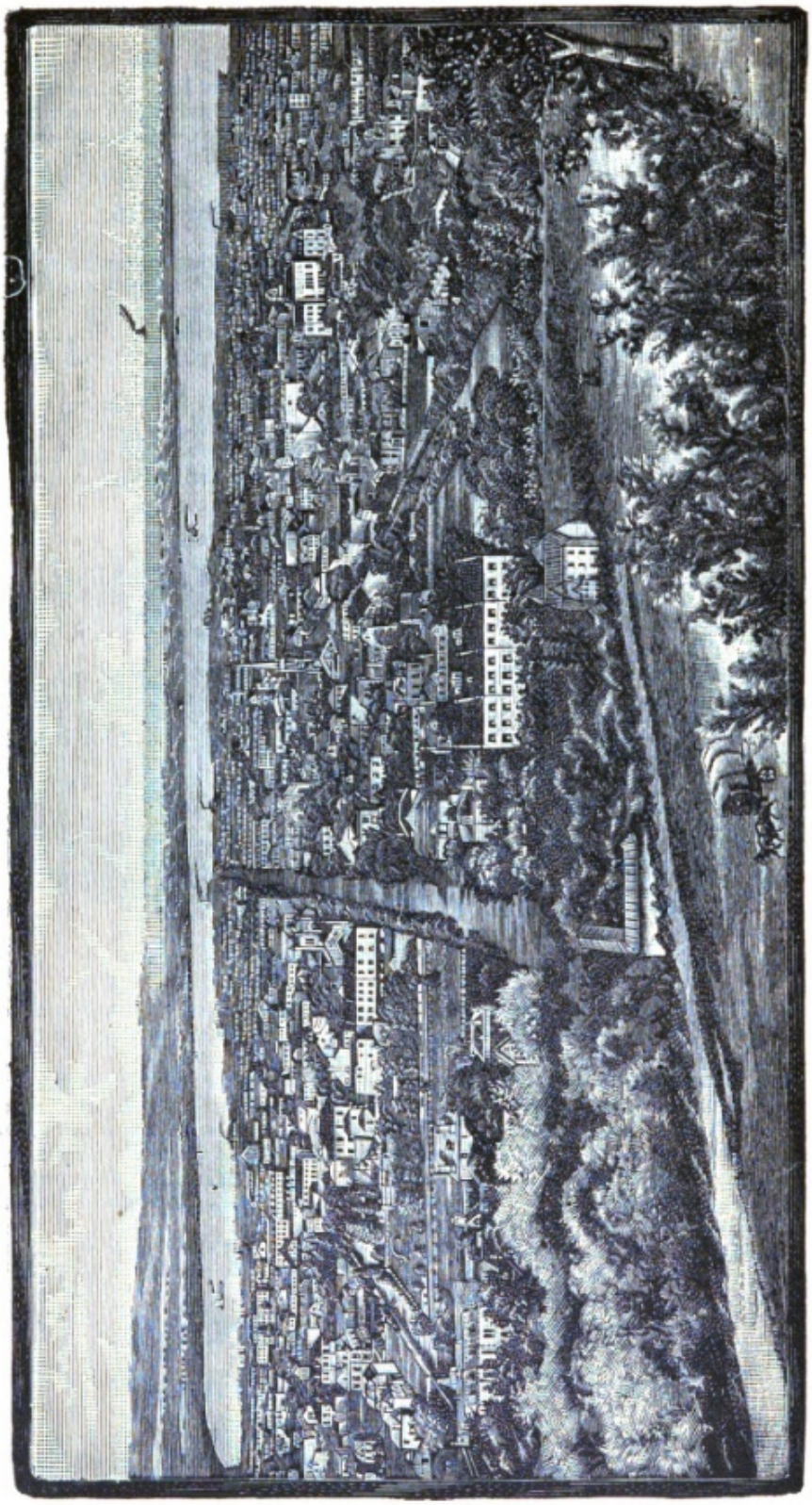

City of Hamilton.

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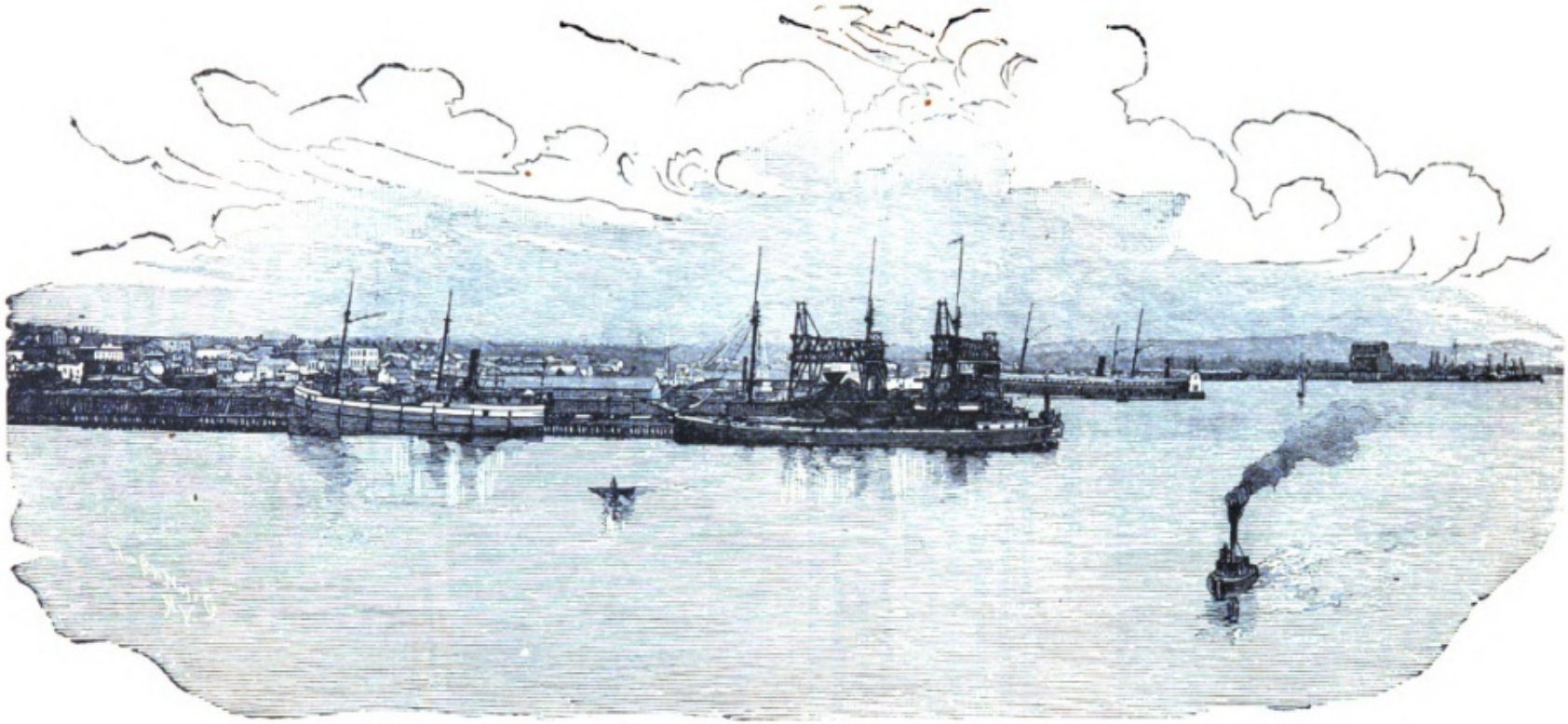

PORT ARTHUR, LAKE SUPERIOR.

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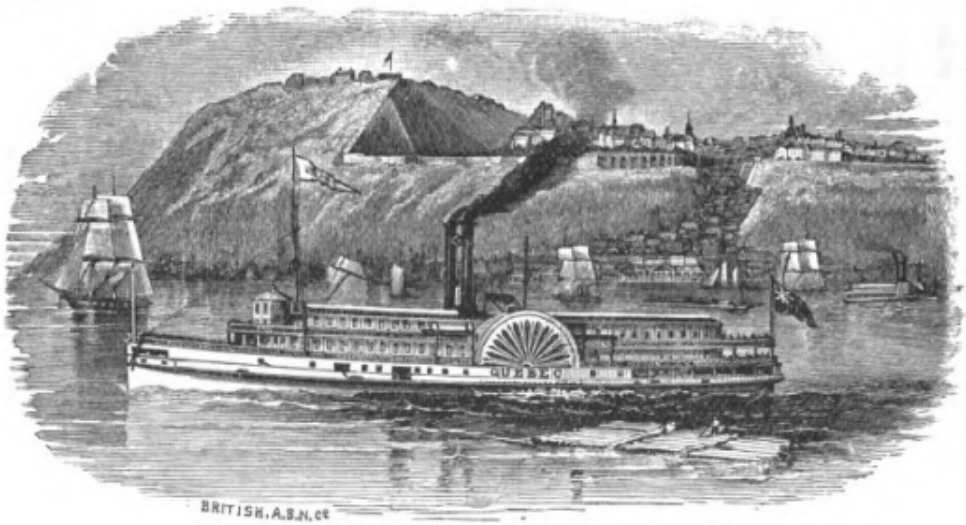
grasses, root crops, and many of the fruits of the temperate zones grow in abundance and to perfection. In the southern parts of the Province Indian corn is a large crop, and fully ripens. Tomatoes grow in profusion, and ripen, as do also many varieties of grapes. It may be mentioned, as a climatic fact of importance for the purpose of comparison, that neither Indian corn, nor tomatoes, nor grapes, will ripen in the open air in the United Kingdom. Quebec has vast tracts of forest land, and a very large lumber trade. It is rich in minerals, including gold, silver, copper, iron, plumbago, etc., and has especially immense deposits of phosphate of lime, but it has no coal. It has large deposits of valuable peat. Its fisheries are of immense extent, and among the most valuable in the world.

The inhabitants of the British Islands and France will both find themselves at home in the Province of Quebec, the English and French languages being both spoken.

This Province was originally settled by the French. Among the first English settlers who fixed their homes in Quebec were the United Empire Loyalists, whom the War of Independence in the United States caused to emigrate to Canada. To recompense their allegiance, the British Government gave them large grants of land in the Eastern Townships in Quebec.

RIVER ST. LAWRENCE.

The great River St. Lawrence, which forms so remarkable a feature in the continent of North America, runs through this Province from the head of ocean navigation to the Gulf of St. Lawrence; and gives to the Province of Quebec a commercial position of commanding importance, not only in relation to the Province of Ontario and the North-West of Canada, but also to a large portion of the adjoining United States. This great river, apart from its commanding commercial importance, is also remarkable for great natural beauty at every point of its course. Its waters are everywhere clear and generally blue, being in this respect the opposite of the muddy waters of the Mississippi; and many of its affluents, some of which are 1,000 miles in length, would be esteemed great rivers on the continent of Europe. It is worth a trip to Canada to sail up the St. Lawrence.



THE CITADEL, QUEBEC, AND A RIVER STEAMER.

CHIEF CITIES.

The historic city of Quebec, containing about 63,000 inhabitants, is the seat of the Provincial Government, and presents many features of great interest to strangers, as well of its own, as its surroundings of probably the most beautiful scenery in the world. Its port is of great capacity and importance.

Montreal has a population of about 150,000, and is the commercial metropolis of the Dominion, as well as the principal port of entry of British North America. This city has been previously briefly described in another part of this Guide Book.

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City of Montreal, from the Harbour.

LANDS AND SURVEYS.

In the Province of Quebec there are about 6,000,000 acres of land surveyed, and offered by the Government in part for sale and in part for free grants, subdivided into farm lots; the lakes and large bodies of water being excluded, together with 5 per cent. for highways.

CLIMATE.

The winters of Quebec are cold, and the summers somewhat similar to those in France; this Province having the summer suns of France, being in the same latitude. But very exaggerated notions prevail abroad as to the severity of the winters in the Province of Quebec. There is decided cold; but the air is generally dry and brilliant, and the cold therefore not felt to be unpleasant. Snow generally covers the ground during the winter months. It packs under foot, and makes everywhere winter roads, over which heavy loads can be drawn in sleighs with the greatest ease. These roads for the purpose of teaming are probably the best in the world, and they are enjoyed in the newest and roughest parts of the country before the regular summer roads are made. The snow generally commences in December and goes away in April.

The snow covering is most advantageous for agricultural operations, as is also the winter frost. Both leave the ground in a favourable state after its winter rest for rapid vegetable growth.

The climate of Quebec is one of the happiest under the sun, as well as the most pleasant to live in. Fever and ague, those scourges of the south-western States, are unknown here. There is no malaria, every climatic influence being healthy and pure.

SOIL AND PRODUCTIONS.

The soil of the Province of Quebec is for the most part extremely rich, and susceptible of the highest cultivation. It is adapted to the growth of very varied products. The cereals, hay, root crops and grain crops, grow everywhere in abundance where they are cultivated. Spring wheat gives an average of about eighteen bushels to the acre. Cattle breeding on a large scale is carried on, and in the last four years cattle have been exported in large quantities from this Province to the English market. For pasturage the lands of Quebec are of special excellence, particularly those in the Eastern Townships, and north of the Ottawa.

Indian corn, hemp, flax and tobacco, are grown in many parts of the Province of Quebec, and yield large crops.

Parts of the Province of Quebec are especially favourable for the growth of apples and plums. Large quantities of the former are exported, and some of the varieties which are peculiar to this Province cannot be excelled, and they have specialties which perhaps cannot be equalled. The small fruits everywhere grow in profusion, and grapes, as elsewhere stated, ripen in the open air in the southern parts of the Province. They are now beginning to be largely grown.

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POPULATION AND INDUSTRIES.

The population of the Province of Quebec was 1,359,027 by the census of 1881. Of these 1,073,820 were of French origin; 81,515 of English; 54,923 of Scotch; 123,749 of Irish; and the remainder of other origins. Classified according to religion, the population of the Province of Quebec is composed of 1,170,718 Roman Catholics, and 188,309 Protestants.

Agriculture is the chief occupation of the population of Quebec, but manufactures, fishing in its great waters, and commerce occupy the labours of a considerable part of the population, as do also lumbering, mining and shipbuilding.

The most important trade in Quebec is the lumber industry, and this affords nearly everywhere a ready market for the farmer, and in the winter season employment for himself and his horses. The value of exports of produce of the forest from the Province of Quebec in 1885 was $9,099,060.

The extension of railways has been very rapid in the Province of Quebec since Confederation; and these have led to a very great development of wealth. Many large manufactories have also been recently established.

This Province has yet much room for men and women, and for capital to develop its vast resources.

The principal articles manufactured in the Province of Quebec are cloth, linen, furniture, leather, sawn .timber, flax, iron and hardware, paper, chemicals, soap, boots and shoes, cotton and woollen goods, etc., and all kinds of agricultural implements. Butter and cheese factories may be especially mentioned. These are being rapidly extended.

TERRITORIAL DIVISIONS AND MUNICIPAL INSTITUTIONS.

As regards civil matters, Quebec is divided into parishes, townships, counties and districts. There are sixty counties in the Province. For judicial purposes the Province is divided into twenty districts. The functions of the municipal institutions are the keeping in repair roads, bridges and public works of a purely local character, and the maintaining laws favourable to agriculture.

The affairs of the parish are regulated by five or seven councillors elected by the ratepayers. A mayor presides over their deliberations, and great care is taken that no unnecessary expenses are incurred.

MEANS OF COMMUNICATION.

The great River St. Lawrence from the earlier period of settlement has afforded the chief means of communication, but the Province has other large navigable rivers, among which may be mentioned the Ottawa, which divides it from the Province of Ontario, and also in its turn has affluents of very considerable length. The Richelieu, with its locks, affords communication with the Hudson, in the State of New York. The St. Maurice is navigable for a considerable extent. The Saguenay is one of the most remarkable rivers on the continent, and thousands visit it for its scenery. There are other rivers of less importance. It has already been stated that the extension of railroads has been very rapid, and these in fact now connect all the considerable centres of population both on the north and south shores of the St. Lawrence. The wild lands are opened up by colonization roads, and besides th regular macadamized roads, there are everywhere roads throughout the Province

MINERALS AND FISHERIES.

It has been already stated that the Province of Quebec is rich in minerals, Gold is found in the district of Beauce and elsewhere. Copper abounds in the Eastern Townships, and iron is found nearly everywhere. Some very rich iron mines are being worked. Lead, silver, platinum, zinc, etc., are found in abundance. The great deposits of phosphate of lime, particularly in the Ottawa Valley, have been elsewhere alluded to. These mines have been largely worked, and large quantities of the phosphate have been exported. This mineral brings a high price in England, owing to its high percentage of purity.

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The fisheries of the Province are a great boon to the settlers and fishermen resident on its long coast lines. The fishing industry has attained large proportions, the products being exported to distant portions of the Dominion and foreign parts.

EDUCATION.

The means afforded for education in the Province of Quebec are very good. There is a Superintendent of Public Instruction, who controls and directs public teaching in the Province. He is assisted by a council of twenty-five members, of whom seventeen are Roman Catholics and eight are Protestants. This council is subdivided into two committees, one Roman Catholic, the other Protestant, in such a way that each respectively has the exclusive control of the management of its own schools.

Primary education is obligatory, in so far as every taxpayer is bound to contribute to it a moderate sum. The sum levied is equal in amount to the school grant allowed by the Government to every municipality in the Province. Besides this, heads of families have to pay a monthly fee, varying from five to forty cents, for every child between the ages of 7 and 14, capable of attending school. There are annually allowed to poor municipalities $8,000. Primary Schools are placed under the control of commissioners elected by the ratepayers of each municipality.

In municipalities where there exist different religious demominations the School Commissioners of the majority govern. If the minority are not satisfied with their management as it concerns them specially, they may signify their dissent to the President of the School Commissioners, and elect trustees to direct their own schools. Thus the minority, be it Catholic or Protestant, has no fear of being oppressed.

There are special schools, called Normal Schools, supported by the State, in which school teachers are trained. There are three in Quebec, two Catholic and one Protestant. There are to-day in Quebec close upon 4,000 Primary Schools, in which elementary instruction is given to fully 200,000 pupils; and nearly 300 Secondary and Model Schools, attended by at least 40,000 pupils. These schools are maintained at a joint cost of $1,000,000. Inspectors connected with the Education Department visit the schools of the district to which they are appointed, to assure themselves of the competency of the teachers and the efficiency of their management. Besides these schools of primary instruction, there are Special Schools, Lyceums, Commercial Schools, and Schools of Agriculture. These number about 150, and are attended by 3,000 pupils.

There are, besides those in which the classics are mainly taught, twenty-six Superior Schools in the Province. Eighteen are Catholic and eight Protestant. The Catholic colleges owe their existence to the generosity of the clergy. In the majority of cases the Professors are ecclesiastics, who follow their course of theology while they act as teachers, and are content to receive a remuneration of $40 per annum, besides board and lodging. This explains the low rates paid by pupils for tuition and board, which does not reach the sum of $100 per year. Hundreds of young men, devoid of means, have been, and are, educated gratuitously in these schools. Owing to these facilities, education of a very superior order is very widely extended in this Province.

There are three Universities in Quebec, two of which are Protestant—McGill College, founded in 1827; and Bishop's College, Lennoxville, founded in 1843 by his Lordship Bishop Mountain. The Catholic University, Laval, like the English ones, is incorporated but, beyond this, has nothing in common with them. It was founded in 1854 by the Seminary of Quebec, which spent in the undertaking $300,000, and now maintains it at its own expense, without State aid.

RELIGIOUS AND CHARITABLE INSTITUTIONS.

These institutions form one of the chief features of Quebec. With the earlier missionaries came the Sœurs Hospitalieres to care for the sick, and the Ursulines and the Sisters of the Congregation followed to attend to the educating of the rising generation and assist in civilizing the Indians. These institutions, endowed by the State or by private individuals, have gone on multiplying and meeting the requirements of progress.

By the side of the Catholic institutions have grown up and prospered those of other religious communities, between which and the Catholic institutions no rivalry exists, except in doing good. The Government of the Province devotes a considerable portion of its revenues, about $160,000 a year, to the support of charitable institutions.

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FARMS FOR SALE, AND PRICES OF GOVERNMENT LANDS.

Tenant farmers from the Old Country may find frequent opportunities to purchase improved farms in the Province of Quebec at very reasonable prices; from £4 stg. to £6 stg. per acre, including dwelling-houses, outbuildings and fencing. Farms of this description, particularly suited to emigrants from the United Kingdom, may be found in the Eastern Townships.

It has been already stated that about 6,000,000 acres of land have been surveyed by the Government, for sale and free grants.

Lands purchased from the Government are to be paid for in the following manner: one-fifth of the purchase money is required to be paid the day of the sale, and the remainder in four equal yearly instalments, bearing interest at six per cent. But the price at which the lands are sold is so low—from 20 cts. to 60 cts. per acre (15d. to 2s. 5½d. stg.)—that these conditions are not very burdensome; in fact, it is equivalent to giving them away in the wilderness form, for the price at which they are sold barely covers the cost of making the survey and making roads.

The purchaser is required to take possession of the land sold within six months of the date of the sale, and to occupy it within two years. He must clear, in the course of ten years, ten acres for every hundred held by him, and erect a habitable house of the dimensions of at least 16 ft. by 20 ft. The Letters Patent are issued free of charge.

On eight of the great colonization roads 84,050 acres are set apart for free grants, and in lots of 100 acres each. Any person over 18 years of age may demand a permit of occupation from any Crown Lands Agent; and if at the end of four years he has cleared twelve acres and built a house, he may take out Letters Patent free of charge.

The parts of the Province of Quebec now inviting colonization are the valleys of the Saugenay, St. Maurice and the Ottawa; the Eastern Townships; the Lower St. Lawrence; and Gaspé.

VALLEY OF THE SAUGENAY.

The settlement of the Valley of the Saugenay is much higher in latitude than Quebec, lying between the 48th and 49th parallels: but the climate is about the same as that of Quebec, and around Lake St. John it is said to be even more moderate. The soil in this locality is very rich, being argillaceous mingled with a small quantity of sand. The ordinary crops ripen very well, and a road is completed across the country to make direct communication with the city of Quebec.

VALLEY OF ST. MAURICE.

The territory watered by the St. Maurice and its tributaries covers an immense region of 24,140 square miles. There are at present surveyed and divided into farm lots 441,200 acres for sale at 30 cts. per acre (1s. 2¾d. stg.)

VALLEY OF THE MATAWAN.

The recent exploration in the Valley of the Matawan, a tributary of the Upper St. Maurice, draining a large tract of land about 75 miles beyond the Laurentian chain, has revealed the existence of an extensive tract of fertile land which is now attracting the attention of colonists.

Two parallel roads, the first starting from the town of Joliette, the second from Terrebonne—a distance of 36 miles apart—have already been opened as far as the Matawan. Settlement is taking place on them.

OTTAWA VALLEY.

In the Ottawa Valley the number of acres surveyed and divided into farm lots is 1,358,500, offered for sale at 30 cents per acre (1s. 2¾d.) The colonization of these lands is going on very rapidly, and new townships are being opened. The Valley of the Ottawa is the principal seat of the lumber operations of the Province.

Many of the tributaries of the Ottawa contain large quantities of fish. Trout are caught in large numbers in some of the back waters, and packed in snow for transport to southern markets, where they bring a high price.

The rich deposits of phosphate of lime in that region are attracting capitalists and settlers.

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BELOW QUEBEC.

Below Quebec, on the south shore of the St. Lawrence, there are large tracts of land favourable for settlement. The Governnent have 1,223,200 acres divided into farm lots for sale at 30 cts. (1s. 2¾d. stg.) per acre. An important colonization road has been opened through the centre of this tract, called the Taché road, 209 miles in length. This is intersected with cross roads connecting with the settlements of the shore on the river.

The construction of the Intercolonial Railway has led to the opening up of several townships in the Metapediac Valley, the soil of which is reported very good. Colonization has received great impetus from the railway.

To the east of the Metapediac road is the immense district of Gaspé, forming an area 8,613 miles of superficies; bounded by the St. Lawrence and the Bay of Chaleurs. It is in great part rocky and unfit for cultivation; but there are many portions which are extremely fertile, and its fishing grounds are said to be the most advantageous in the Dominion. Both sea-weeds and fish are used for manure by the farmers. The Government offers for sale 491,000 acres of land in Gaspé, at from 20 to 30 cts. per acre (10d. to 1s. 2¾d. stg.)

FREE GRANTS AND EXEMPTIONS.

In the case of free grants the conditions are trifling. Possession must be taken within a month, and twelve acres must be under cultivation at the expiration of four years. The Crown Land agents are obliged to grant a permit of occupation for 100 acres to any person who claims the same, provided only the person has attained the age of eighteen. And further to protect the settler, a law was passed in 1868 providing that no mortgage should be valid on the land granted to him, nor his farm liable to be sold judicially for any debt contracted by him previous to his entering upon it, and for the ten years following the granting of Letters Patent. The following among other things are declared exempt from seizure for sale judicially:

"The bed and bedding of the family, the wearing apparel, stoves, knives and forks, spoons, spinning wheels, weaving looms, etc., etc., the fuel, meat and vegetables for family use, two horses, four cows, six sheep, four pigs, hay and forage necessary for the support of these animals during the winter; vehicles and other implements of agriculture." Certain of these articles may be attached, however, but only when the debt is contracted in the purchase of such articles. This protection is an evidence sufficiently strong of the interest taken by the Government in the settler. Independently of these provisions, societies exist everywhere for the benefit of the agriculturist; and colonization societies, whose duty it is to promote settlement and protect the settler, are largely subsidized by the Government.

TITLES TO LANDS.

It is well to state that all aliens have a right to acquire and transmit, by succession or by will, all movable and immovable property in the Province of Quebec in the same way as British-born subjects. There are no questionable titles in Quebec, the system of registration being perfect, so the purchaser of lands has nothing to fear; and for the rest, Quebec shares in common with other parts of the Dominion in a perfect postal and telegraph system. There are also Government savings' banks, where a depositor may obtain 4 per cent. for his money with the most perfect security. Those who settle in Quebec will settle in the central commercial Province of the Dominion of Canada, and among a most orderly and law-abiding people.

THE EASTERN TOWNSHIPS.

The Eastern Townships comprise a portion of the Province of Quebec, south of the River St. Lawrence, and adjoining the frontier of the United States. They call for particular mention. It has happened, from the fact of these townships lying outside of the ordinary route of travel from the United Kingdom to the west of the Dominion, that they have not hitherto been so much sought out as other parts of the Dominion by settlers. They yet offer particular advantages which are worthy of notice. These townships are

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the most English part of the Province of Quebec, having been originally settled by the United Empire Loyalists, who left the present United States at the time of their separation from England, and who thereby made enormous sacrifices to preserve their allegiance. From that root, the spirit of loyalty has continued to grow and spread. The original stock has been replenished and added to by immigrants from the United Kingdom; and people from the British Islands will here find themselves among a congenial people. There are also many French-Canadian settlers in the townships, who live in the most perfect harmony with their brethren who speak the English tongue.

CLIMATE AND PRODUCTIONS.

The Eastern Townships form the most southern part of the Province of Quebec, the frontier being on the line of 45° north latitude, which corresponds in Europe with that of the south of France. This condition gives a decided warmth in summer, sufficient to make Indian corn one of the chief and most profitable crops. It is known that where Indian corn is ripened, tomatoes, grapes, and other delicate fruits, as well as tobacco, may also be ripened in the open air. Apples and all ordinary small fruits not only grow in great abundance, but the conditions of the country are especially adapted to their production. The same remark may be made with respect to the ordinary cereals, such as wheat, oats, barley, etc. The average yield of spring wheat is eighteen bushels to the acre. Grazing and stock-raising have, however, been special features of the township industries, for the reason of particular adaptation.

They are favourably situated for feeding and fattening and sending stock to the markets of the United Kingdom. Cheese factories and creameries for the manufacture of butter are carried on with success; as are also several kinds of manufactures.

In the winter the climate is the same as in other parts of the Province of Quebec, and needs no more particular description than that elsewhere given.

SOIL AND FEATURES.

The soil of the Eastern Townships is very fertile, and susceptible of the highest cultivation. It is generally a light loam, but it varies in different localities. The features of the country are rolling or hilly, and in some parts these hills rise into little mountains. They are all, however, clothed with a rich growth of forest. Before the country was settled, it was wholly covered with forests, the valleys as well as the hills; the trees being of those varieties which are known in America to be a sign of a naturally drained soil of great fertility. Among these varieties may be mentioned maple, hard and soft, birch, elm, ash, spruce, basswood, butternut, hickory, cedar, hemlock, etc.

The townships are well watered, and contiguous to the forests are numerous water-powers, many of which are already utilized for manufactures. The whole country is in fact literally intersected with streams and rivulets, the waters of which are clear and cold, and almost everywhere, before the saw mill is erected, the home of the red trout. There are many lakes of great natural beauty and one of them, Lake Memphremagog, even exceeds Loch Lomond in loveliness of scenery. These lakes, as well as the streams, are rich in valuable fish. In a word, for natural beauty of landscape, the Eastern Townships are conspicuous.

SETTLEMENT ON LAND AND PURCHASE OF IMPROVED FARMS.

The settler in the Eastern Townships has the choice between taking up wild or forest land and settling on an improved farm. It should be, however, explained that settling on wild land implies a great deal of hard work, and special adaptation to ensure success. As a rule, men who have been brought up in Canada and accustomed to the use of the axe from youth, are the most successful and skillful, while on the other hand new comers from the British Islands are better adapted to carry on and still further improve already improved farms. Of course, it will cost as much labour in the first place to clear the forest as would buy an improved farm; but thousands of men whose means were limited have found their toil sweetened in their struggle for independence by seeing this condition grow from day to day under the work of their hands.

The Government of the Province of Quebec has about 900,000 acres of wild or forest land for sale in the Eastern Townships. These lands are sold at from fifty to sixty cents

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(2s. 4½d. to 3s. stg.) per acre, on condition of settlement. There are also lands held by the British Land Company. Improved farms may be bought in the Eastern Townships on very favourable terms; in many cases as cheaply as the rent of a good farm in England.

PRODUCTIONS AND MINERALS.

As already stated, agriculture and dairying form the principal industries of the Eastern Townships. The butter, for instance, produced there is remarkable for its special excellence, the rich grasses of the hill sides and clear streams being most favourable for grazing. The good quality of the cheese is as marked as that of butter. In point of stock-raising there are cattle in the Eastern Townships, both Shorthorns and Polls, which would compete with any in the world. There are also fine Herefords and other varieties. Sheep do well in the townships, and they will probably become more profitable with the further opening up of the export trade to England.

The manufactures comprise woollens, carriages, ironware, agricultural implements, furniture, manufactures of cotton, beet-root sugar, etc.

COMMUNICATIONS AND MARKETS.

The Eastern Townships are now thoroughly opened up in every direction. The Grand Trunk Railway connects Richmond, Sherbrooke and Compton with Montreal and Portland on the Atlantic coast. The Central Vermont Railway connects another portion of the townships with the cities of Montreal and Boston. The South-Eastern Railway connects still another portion with the same cities. The Quebec Central Railway connects Sherbrooke with Quebec, as well as the western portions of the townships. The International, connecting with the Grand Trunk at Sherbrooke, opens up a valuable tract of country for settlement, and is being rapidly pushed on so as to form a through line connecting with the ports of St. John and St. Andrew, in New Brunswick, making the shortest possible line between Montreal and the Atlantic sea-board. The St. Lawrence & Lake Champlain Railway, the Montreal, Portland & Boston Railway, the Massawippi Valley Railway, severally open up other portions of the townships; and there are other railways. Besides these, there are many good carriage roads.

SUITABILITY FOR EMIGRANTS FROM THE UNITED KINGDOM.

The settler from the United Kingdom may find good society; ample means for the education of his children, from the Primary Schools to the University; churches of all denominations; and congenial social conditions.

On the shores of Lake Memphremagog, and in many other parts of the Eastern Townships, very handsome residences have been erected in situations of almost unexampled natural beauty, coupled with very favourable climatic conditions. Comparatively small means would enable a man to obtain an estate in the Eastern Townships in which he might find conditions of comfort and natural beauty which even a large fortune would not enable him to secure in the Old Country. There is, moreover, the fact that society is much more free and open than in England; and it therefore happens that the conditions are particularly favourable for the settlement and retirement of men who have themselves acquired competence, in the walks of commerce or manufacturing industry, in the Mother Country.

PROVINCE OF NEW BRUNSWICK.

GENERAL FEATURES.

The next Province to the east of Quebec is New Brunswick. This, with Nova Scotia, is nearer to Europe than any of the populated portions of the Continent of America. It is larger than both Belgium and Holland united, and nearly two-thirds as large as England. It is 210 miles in length and 180 miles in breadth; having a coast line of about 500 miles, indented with spacious bays and inlets; and it is intersected in every direction by large navigable rivers. The surface of the country is generally very undulating, and

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on its west coast, from the Bay of Chaleurs to the boundary of Nova Scotia, there is scarcely a hill exceeding 300 feet in height. There are elevated lands skirting the Bay of Fundy and the River St. John, but the only section of a mountainous character is that bordering on the Province of Quebec on the north, while the country is beautifully diversified by oval-topped hills, ranging from 500 to 800 feet in height, clothed with lofty forest trees almost to their summits, and surrounded by fertile valleys and table lands.

New Brunswick is a farming country; also a lumber country; and it has great fisheries, both coast and river. According to the record of the British army, it is one of the healthiest countries in the world. Ship-building is one of its industries. It has fine harbours, open all the year, and as already stated, its rivers water every part of the Province, floating down to the sea-board the products of a fertile country. It has many manufactories, and is well opened up by railways and waggon-roads.

The postal and telegraphic systems of the Province connect it with other Provinces of the Dominion, the United States, Great Britain, and the Continent of Europe.

It is said that New Brunswick has the greatest number of miles of railway in proportion to population of any country in the world. These railways connect the capitals of St. John with Halifax on the Atlantic, with Pictou on the Gulf of St. Lawrence, and all the cities and towns of the United States by lines *via* Bangor, and with Quebec, Montreal, and other places in Canada by the Intercolonial Railway. Besides, there is the Riviere du Loup line, *via* Fredericton and Woodstock, to the St. Lawrence; also several other lines.

RIVERS.

The principal river is the St. John, which is 450 miles in length, and flows through the Province for a distance of 225 miles. It is navigable for steamers of large size for 84 miles from the sea to Fredericton; and the steamers running between St. John and Fredericton almost equal in magnificence those splendid boats that ply on the great American rivers. Above Fredericton similar steamers ply to Woodstock, about 70 miles farther; and when the water is high, make occasional trips to Tobique, a farther distance of 50 miles; sometimes reaching Grand Forks, a distance of 220 miles from the sea.

The Miramichi is a large river, navigable for vessels of 1,000 tons for twenty-five miles from its mouth; for schooners twenty miles farther; and above this point it is farther navigable for sixty miles for tow-boats

The Restigouche is a noble river, three miles wide at its mouth at the Bay of Chaleurs, and is navigable for large vessels for eighteen miles. This river and tributaries drain about 4,000 miles of territory, abounding in timber and other valuable resources.

Besides these rivers there are the Richibucto, the Petit-Codiac, the St. Croix, all navigable for large vessels. These several rivers have affluents of more or less importance. Some of those of the St. John are navigable for various distances; namely, the Kennebecasis, the Washademoak, the Grand Lake, the Tobique, and the Aroostook.

CLIMATE.

On this head we take the following remarks from a pamphlet published by the Provincial Government:

"In New Brunswick the summer is warmer and the winter colder than in England, the ranges of temperature being, in the interior, from 92° above zero to 18° below zero (Fahrenheit) The whole number of days, however, in which the temperature is below zero rarely exceeds twenty. It seldom happens that more than four days occur together when the mercury is below zero at all. There are generally in the course of the winter three or four periods, lasting two or three days each, when the weather is very cold, and these occur at the same time over the whole breadth of America, from the Atlantic to the Pacific. Between them are thaws, occasional rains, and warm sunny days, during which the average range of the mercury is from 10° to 40° above zero. In general the winters are pleasant, and a few days of extreme cold are nothing in comparison with the average amount of fine weather.

"The snow disappears early in April, and spring ploughing commences; seed-time continues according to the season, from the last weak in April until early in May. In June the apple trees are in full blossom. In July, wild strawberries of fine flavour are ripe and abundant; haying then begins. In August, early potatoes are brought to market, as also raspberries and other wild fruits. In September, oats, wheat, and other cereal grains are ready for the sickle; these are generally secured before October. The autumn is long

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and the weather is then delicious. This is decidedly the most pleasant portion of the year. There are usually heavy rains in November, but when not wet the weather is fine and pleasant. The rivers generally close during the latter part of this month, and by the middle of December winter again fairly sets in."

The effect of the winters, so far from being injurious to the agriculturist, are a great advantage to him, as when the frost goes away the ground is found to be pulverized thereby, and this is one of the agents that tend to bring about large crops.

PRODUCTS.

All the fruits generally found in England are grown in New Brunswick; especially apples, pears, plums, cherries, currants, gooseberries and strawberries.

This Province is especially adapted to the growth of potatoes; they grow very abundantly, and are very largely cultivated. The ordinary cereals do well. Spring wheat gives an average of eighteen bushels to the acre. The following is the testimony of eminent and trustworthy men respecting the capabilities of New Brunswick.

Major Robinson, R.E., who in 1845 explored the Province under direction of the British Government, thus describes the Province in his report to the Imperial Parliament:

"Of the climate, soil and capabilities of New Brunswick, it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered. An inspection of the map will show that there is scarcely a section of it without its streams, from the running brook to the navigable river. Two-thirds of its boundary are washed by the sea; the remainder is embraced by the large rivers the St. John and Restigouche. For beauty and richness of scenery this latter river and its branches are not to be surpassed by anything in Great Britain. The lakes of New Brunswick are numerous and most beautiful: its surface is undulating, hill and dale varying to the mountain and valley. The country can everywhere be penetrated by its streams. In some parts of the interior, by a portage of three or four miles, a canoe can be floated either to the Bay of Chaleurs or down to St. John, on the Bay of Fundy."

Some years ago, Professor Johnson, F.R.S., of England, the author of works on agricultural chemistry, was invited to visit New Brunswick for the purpose of examining and reporting on the soil and agricultural capabilities of the Province. In his report he concludes:

"1. That the soil of New Brunswick is capable of producing food for a population of from five to six millions

"2. That in the capability of growing all the common crops on which man and beast mainly depend, the whole Province of New Brunswick, taken together, exceeds even the favoured Genesee Valley

"3. That the climate is an exceedingly healthy one, and that it does not prevent the soil from producing crops which, other things being equal, are not inferior, either in quantity or quality, to those of average soils of England."

In fact, it may be stated that at the London and Paris Exhibitions, New Brunswick took the first prize for oats, the weight being fifty-seven pounds to the bushel.

Archbishop Connolly, the late Roman Catholic Archbishop of Nova Scotia, speaking of New Brunswick, said:

"He had spent years in Italy, had been twice in France he knew every county in Ireland, and had seen most of England and many other countries; but he never saw any other country teeming with greater abundance of every thing necessary for the sustenance of man; no country more highly endowed by Providence with beauty and fertility than New Brunswick appeared to him to be when on his visitation. During the summer season he travelled through various districts, and saw on every side fields of potatoes, and corn, and vegetables, such as could nowhere be exceeded, and the people in a corresponding degree comfortable, happy and independent."

Macgregor, in his work on British America, speaking of the forests, says:

"It is impossible to exaggerate the beauty of these forests—nothing under heaven can be compared to its effulgent grandeur. Two or three frosty nights in the decline of autumn transform the boundless verdure of a whole empire into every possible tint of brilliant scarlet, rich violet, every shade of blue and brown, vivid crimson, and glittering yellow. The stern inexorable fir trees alone maintain their eternal sombre green; all others, on mountain or in valleys, burst into the most splendid and most enchanting panorama on earth."

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Among the products it may be specially mentioned that coal is abundant. Antimony, copper, iron, manganese and other valuable minerals are found in considerable quantities. The favourable maritime position of New Brunswick, with her wealth of forests, has very largely led to the interest of ship-building. New Brunswick has, therefore, always been eminent as a ship-building country, and in every market and in every port her ships have a well known character for strength, durability, workmanlike finish and model.

The manufactures of New Brunswick consist of woollens, cottons, boots and shoes, leather, lumber, furniture, carriages, doors, sashes, staves, paper, soap, nails, agricultural implements, stoves, steam engines, locomotives, etc. These industries are in a prosperous state.

FISHERIES.

It is claimed by the pamphlet of the Provincial Government that the deep sea and river fisheries of the Maritime Provinces of Canada are admittedly superior to all others in America, and from them the markets of the United States, the West Indies, and South America are largely supplied. The finest salmon, cod, mackerel, herring and shad fisheries in the world can be prosecuted within sight of the shores of New Brunswick; and her inland waters teem with trout and salmon. (See Appendix to this Guide Book for statistics of the value of the Fisheries.)

EDUCATION.

The educational institutions of New Brunswick, as elsewhere in the Dominion, are remarkable for the facility with which they may be made use of by the poorest of the population. There are supported by law a Provincial University and Training or Normal School for teachers, and a system of Common Schools ranging from the Primary to the Grammar or High Schools. The Common Schools are free to all, being supported from the Provincial Revenue, and by rate upon the entire population of the country.

SOCIAL LIFE AND ADAPTABILITY FOR SETTLERS FROM GREAT BRITAIN.

The social life and civilization of New Brunswick is that of Great Britain, with such changes as are naturally induced by life in a country where the land is owned by the tiller of the soil; where there is no exclusive or favoured class; where, in the eye of the law, all men and all creeds are equal; and where the physical characteristics of the country are fitted to develop the best qualities of the race. The New Brunswicker is ordinarily robust, athletic, active, intelligent, and enterprising. He is surrounded with all the evidences of civilization. In every settlement there is the post office, the newspaper, the school and the church. The country is a new country only in the absence of traditions and a history. The emigrant from England, Scotland, Ireland, Norway, Sweden, Denmark, or France, will come to a country as advanced in all respects of civilization as the country he has left, but free from many of the social, legal and economic drawbacks which often render life in the older countries unpleasant and labour unremunerative. Wherever he settles he will be within the reach of profitable markets, free schools, and the means of religious worship. And in New Brunswick all religious bodies exist on terms of equality. There is no State Church.

PROVINCE OF NOVA SCOTIA.

A pamphlet has been published respecting Nova Scotia by the Government of that Province. It is written by Mr. Herbert Crosskill, Deputy Provincial Secretary, and published under the authority of His Honour the Lieutenant-Governor and the Executive Council. It is approved by an Order-in-Council passed by the Provincial Government, which states that "the Council are of opinion that the information therein contained is correct and reliable, and calculated to be useful to intending emigrants." The following extracts are, therefore, taken from this pamphlet:

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GENERAL FEATURES.

"Nova Scotia is a peninsula, lying between 43° and 46° north latitude, and 61° and 67° west longitude. It is connected with the Province of New Brunswick by a narrow isthmus, about 16 miles wide; its area is about 300 miles in length, by 80 to 100 miles in width; its length running about north-east and south-west. The Province contains about 11,000,000 acres, of which about one-fifth part consists of lakes and small rivers. About 5,000,000 acres of land are fit for tillage.

"There is no finer scenery to be found in America than in many parts of Nova Scotia; there is a great variety of hill and dale, small, quiet, glassy lakes, and pretty land-locked inlets of the sea, which would afford charming studies for an artist. The gloriously bright tints of our autumn forest scenery, warmed by an Indian summer sun, cannot be surpassed anywhere."

CLIMATE.

"It is not generally known outside the Province that the climate of Nova Scotia is more temperate than that of any other part of the Dominion; but such is the fact. The extreme cold which is experienced in winter in other parts of America is not felt here, owing, perhaps, to the fact that the Province is almost completely surrounded by the sea.

"The climate is extremely healthy; there is probably none more so in the world. The health returns from the British military stations place this Province in the first class. Nova Scotia has fewer medical men in proportion to the population, and requires their services less than in any other part of America. The inhabitants live to a good old age. There are many people now in this Province who have passed their hundredth year."

SOIL, AND THE PRODUCTIONS THEREOF.

"The fertility of the soil in the agricultural districts is unsurpassed, as is evidenced by the fact that in quantity and quality, the productions of our farms are equal, and in many cases superior, to those of Great Britain; for instance, our orchards produce larger and finer apples than are grown in any other part of the world.

"All the small fruits, such as currants, gooseberries, strawberries, raspberries, blackberries, blueberries, huckleberries, etc., are very abundant, both in a wild state and cultivated. Our wild strawberries, although small, are remarkably rich and high-flavoured; indeed, they are far more delicious than any of the cultivated sorts. Probably no country in the world produces a greater variety or abundance of wild berries.

"Our grain and root crops are also excellent, the average production of which in the western counties is, as nearly as it is possible to come at it, as follows: Wheat, per acre, 18 bushels; rye, 21 do.; barley, 35 do.; oats, 34 do.; buckwheat, 33 do.; Indian corn (maize), 42 do.; turnips, 420 do.; potatoes, 250 do.; mangel-wurzel, 500 do.; beans, 22 do; and hay, 2 tons.

"The above is a general average of the crops in three counties; but there are many farms which, being highly cultivated, produce crops that are truly astonishing. For instance, in King's County, a few years ago, I knew a farmer who in one season raised on a little less than one acre of land *four hundred and three bushels of potatoes;* and in Annapolis County I have frequently seen sixty bushels of shelled corn raised on an acre. In Colchester County forty-six bushels of oats have been produced per acre. Mr. James E. Rathbone, of Lower Horton, in the county of Kings, cut, last summer, five and one-half tons of hay (two crops) from one and one-eighth acres of land; and in 1870 he raised on the same piece of ground *seventy-four bushels* of barley.

"Beets, carrots, parsnips, beans, peas, squash, pumpkins, melons, tomatoes, etc., are raised in large quantities. We sometimes see squash at our agricultural exhibitions weighing from 100 to 150 lbs. each.

"Broom corn, sorghum (Chinese sugar cane), and tobacco have been successfully grown, a proof of the warmth of the climate and fertility of the soil.

"The crops of hay, timothy and clover and coarse 'salt grass,' that are raised on the dyked lands and marshes in the counties of Hants, Kings, Annapolis and Cumberland, are sometimes almost incredible.

"I have seen four tons of 2,240 lbs. of timothy and clover taken off a single acre, besides a light second crop late in the season.

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"Hemp can be raised here in perfection, but none is grown. By way of experiment, however, it was tried in 1868 by several farmers, and the experiment was remarkably successful.

"Every farmer keeps a few sheep, but the flocks are seldom taken proper care of. A number of thorough-bred shepherds who would introduce the best breeds of sheep, both for wool producing and for mutton, would, in a few years, make a small fortune. There is a great deal of land suitable for the purpose in every county, and even among the wild lands there are large tracts of open, rough pasture, that might be made capable of maintaining vast flocks of sheep at very little expense.

"Tobacco might be successfully and profitably cultivated in the counties of Kings and Annapolis. Hops may be easily raised, as the soil is well adapted for the growth of the plant. A number of English hop growers would do well, as there is a good home market for the article.

"Dairy farming might be extensively and profitably prosecuted in this Province.

"Farmers in Nova Scotia raise a good deal of pork for their own use and for market, and many of the farmers' wives obtain considerable pocket money by the sale of poultry and eggs. They also make a great deal of yarn, which they knit and weave into socks and warm clothes for their own wear and for sale."

PEAT LANDS.

"In many parts of the Province there are large tracts of peat lands or bogs; but they are not made available in any way. Peat is not required for fuel in Nova Scotia, because at present there is plenty of coal and wood."

THE PRODUCTION OF THE SEA AND RIVERS.

"The fisheries of Nova Scotia have long been celebrated, and indeed they are so valuable that the protection of them has caused a great deal of dispute between the Governments of Great Britain and the United States. The Americans, who have no valuable fisheries on their own coasts, are constantly encroaching on ours.

"In some seasons our bays and harbours teem with fish of various kinds—mackerel, herring, cod, haddock, halibut, hake, pollock, shad, smelt, perch, eels, etc. Lobsters are abundant, and are usually sold in the Halifax market at about one shilling per dozen.

"Good sport is afforded in spearing lobsters at night by torch-light. We have a plentiful supply of shell-fish, viz., oysters, scallops, clams, quahaugs, mussels, etc. Indeed, no country in the world can produce a greater variety of sea fish, or in greater abundance. Our rivers and lakes afford salmon, trout and grayling; and we have no lack of the disciples of Isaac Walton. Any boy with a bean pole, a half dozen yards of twine, with a hook on the end of it, or a few angle-worms or grasshoppers, may go out in the morning and kill as many trout as will do a large family for breakfast. In some lakes they are quite large, and are taken as heavy as four or five pounds. In other lakes they are small, seldom weighing more than one pound. The little brook trout is an excellent pan fish: the prince of all the trout tribe is the sea trout. This fish is taken in large numbers at the mouths of rivers emptying into the Atlantic."

WOODS AND FORESTS.

"Nova Scotia contains vast tracks of woodland, which produce timber for ship-building, and for manufacturing into lumber for exportation. Millions of feet of pine, spruce, hemlock and hardwood, deals, scantling, etc., are annually shipped from the different ports in the Province to the West Indies, United States, Europe, etc. We also supply the ports of Massachusetts with thousands of cords of firewood. Oak, elm, maple, beech, birch, ash, larch, poplar, spruce, pine, hemlock, etc., all grow to a large size. There are many other kinds of trees, but they are chiefly ornamental rather than useful.

"The sap of the rock maple tree is manufactured into sugar and syrup. The former, of which some tons weight are annually made and sold, is used chiefly as confectionery; the latter is used as treacle. Both have a delicious flavour.

"In our forests may also be found numerous small trees and shrubs, which are valuable for medicinal and other purposes, among which are wild cherry, sumac, rowan,

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sarsaparilla, elder, alder, hazel, bay, etc. Wild flowers are in great profusion. The trailing arbutus, our little May flower, which blooms in April and May, cannot be surpassed in delicate beauty and fragrance."

GAME.

"Nova Scotia is a sort of sportsman's paradise, as there is excellent hunting, shooting and fishing in every county. Of wild animals we have bears, foxes, moose, deer (cariboo), otter, mink, sable, musquash, hares, raccoons, and squirrels; and of feathered game, woodcock, snipe, plover, partridges, geese, ducks, brant, curlew, etc. Our game laws are simple. They are made only to protect game when out of season. This is necessary in order to preserve it from total destruction.

"In the proper season, all persons are allowed to hunt and shoot *ad libitum*. No true sportsman would do so at any other time."

MINES AND MINERALS.

"The Province contains very valuable mines of coal, gold and iron, which are worked by private companies; of these the coal mines are the most important.

"Of gold mines we have in fourteen districts about fifty-eight mines in working order; of these the Montague mines are the most prolific.

Although we have iron ore in inexhaustible quantity almost all over the Province, we have but one iron mine in operation, namely, that of the Acadia Company, at Londonderry, in Colchester County. The quality of the iron of their mines may be judged of by the price in the English market as compared with English iron. The latter, in pigs, is worth an average of £4 stg. per ton, while Nova Scotia iron brings £7. English bar iron is worth £9, Nova Scotia £10 per ton. There is but one Swedish ore which is considered superior for steel. *All* Nova Scotia bar iron is used for this purpose.

"In addition to coal, gold and iron we have silver, copper, lead, zinc, tin, manganese, mercury, plumbago, sulphur, etc.

"Of minerals for jewellery and ornamental purposes, several kinds have been found, namely, opal, topaz, amethyst, garnet, cairngorm, agate, jasper, heliotrope and chalcedony.

"*Building Stone*.—The Province abounds in superior granite, freestone (or sandstone), of several colours, iron stone and flag-stone. There are many beautiful varieties of syenite and green stone, also of marble. There is a mountain almost entirely composed of the latter in the neighbourhood of Bras d'Or Lake in the Island of Cape Breton. We have also abundance of gypsum, limestone, barytes, clays for pottery and for common purposes; moulding sand, mineral paints, etc.

"*Mineral Waters*.—Of these we have salt springs in several counties."

CROWN LANDS.

"There are now in Nova Scotia nearly four millions of acres of ungranted lands, a considerable quantity of which is barren and almost totally unfit for cultivation; but there is a great deal in blocks of from five thousand to ten thousand acres of really valuable land, and some of it the best in the Province, and quite accessible, being very near present settlements. The price of crown lands is $44 (£8 16s. stg.) per 100 acres. No distinction is made in the price between 100 acres and smaller lots as the difference in cost of survey is very trifling An emigrant would have to pay as much for twenty acres as for one hundred acres. Any quantity over one hundred acres must be paid for at the rate of 44 cents per acre. The cost of survey is defrayed by the Government."

Mr. Crosskill's pamphlet goes on to state that the Government of Nova Scotia does not generally recommend fresh European emigrants to go into the forest and attempt to clear themselves farms there, on the ground of want of suitability for this kind of life. He shows, however, that there are some special circumstances in which they might do well. For further remarks on this point we refer to his pamphlet.

He states: "There are plenty of farms already under cultivation which may be bought at very reasonable rates, and any practical farmer, with a small capital, may at once possess a good and comfortable home; and by energy, industry and enterprise may make for himself a fortune and a position in Nova Scotia, in a very few years, such as he could not obtain in a lifetime in Great Britain."

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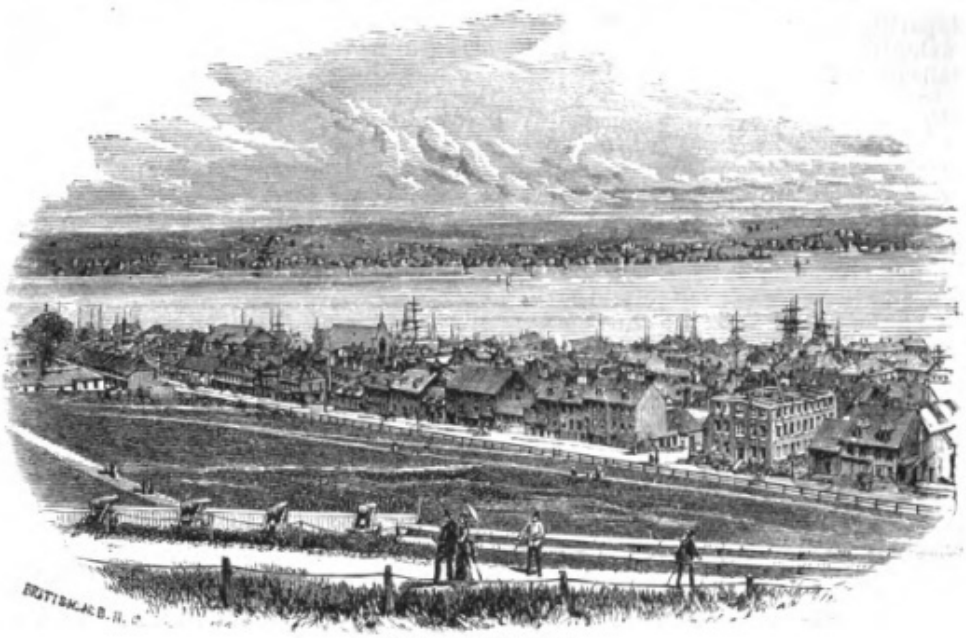

City of Halifax.

EDUCATION.

"While education is not compulsory, free schools are provided by the Government, and efficient teachers are maintained in every district in the Province where there are children to educate. There is a Provincial Normal School for the training of teachers. There are also academies, colleges and common schools. The academies and common schools are under the control of the Government, but the colleges are sectarian. We have nearly sixteen hundred public schools in operation in the Province, having nearly one hundred thousand pupils in daily attendance. There are also many private schools in different parts of the country, and among them some excellent boarding schools for young ladies.

"Owing to our excellent system of free schools, the poorer classes of our population are rapidly improving in education, and a steady increase of general knowledge is being made manifest yearly among those whose parents were, a few years ago, too poor to pay the expense of educating their children, or too careless and indifferent in the matter. Now the child of the poorest individual is placed on a level with the rich man's son in respect to general or common school education; and the wealthy classes who require for their sons a classical education, have every facility afforded them in the numerous colleges, where young men may be fitted for any profession, occupation or station in life."

TRADE AND COMMERCE.

"The trade and commerce of the Province have wonderfully increased within a few years. Twenty years ago our exports and imports were very little more than half as much as they are now. Our imports from foreign countries and the other Provinces amount to about $12,000,000, and our exports to about $9,000,000.

"Our shipping has in the same time doubled in number and tonnage. Nova Scotia owns more shipping in proportion to the population than any other country."

INTERNAL COMMUNICATION.

"We have now nearly 250 miles of railroad already in operation. Several new lines are now being surveyed. Where there are no railroads there is good conveyance by stage coaches or by steamboats."

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THE TIME TO IMMIGRATE.

"The best season in the year to come to Nova Scotia is early in April, as we have then fine spring weather, and farming operations may be commenced almost immediately on arrival in this country. Mechanics may, however, come at any season; but I think it would hardly be advisable to come out here in the middle of winter."

HALIFAX HARBOUR.

"The harbour of Halifax is one of the best, perhaps the very best, in the world. It is six miles long by, on an average, a mile wide, and capable of floating alongside the wharves vessels of the largest size. There is excellent anchorage in every part of it, with room for all the navies of the world. The city and harbour of Halifax are protected by eleven different fortifications."

PROVINCE OF PRINCE EDWARD ISLAND.

This Province was the last to enter the Confederation of the Dominion of Canada, which it did in 1873. It is the smallest of the Canadian Provinces, but it possesses many features of great interest and also of special advantage to the settler. It is situated on the south side of the Gulf of St. Lawrence, between New Brunswick and Cape Breton, being separated from them by the Northumberland Strait, which is from nine to thirty miles wide. The island is 130 miles long from east to west, by about 34 miles wide, with an area of 2,133 square miles.

The island is generally very rich in agricultural resources. The surface is undulating, and presents a charming aspect of hill and dale. It is well watered with numerous springs and rivers. There are numerous bays around the coast, two of which nearly divide the island into three parts. It has numerous harbours.

Its chief industries are agriculture, fishing and ship-building. It is particularly famous for its oysters, some of the finest varieties in the world being dredged in its waters.

The soil is generally very rich, and particularly favourable for the growth of the grasses. The Hon. J. C. Pope, late Minister of Marine and Fisheries, stated, in his evidence before the Immigration Committee in 1879, that the island contained deposits of mussel mud in the rivers, which is used by the farmers as a manure. This mud was obtained by a dredging machine, worked by horse-power, on the ice over the beds of nearly all the rivers where there are oyster and mussel deposits. He added that these deposits are from ten to thirty feet deep, composed of oysters, mussels, decayed fish and sea-weed. This material is put upon the land as a fertilizer, where it "tells at once," and acts like a charm, the shells as they decompose also enriching the land. Large crops of hay are obtained where this fertilizer is used.

The conditions are favourable for the keeping of cattle, sheep and horses on the island, and there is a considerable export of these animals to other parts of Canada and the New England States.

The climate is temperate and healthy, and the island is said to be one of the most pleasant places to live in on the Continent. Improved farms can be bought there, according to the testimony of Mr. Pope, for about $20 (£4 stg.) per acre.

There is one railway on the island, the property of the Dominion Government, by which it is worked, 198½ miles long. There is also a submarine telegraph between the island and New Brunswick. Steamers ply between the ports of the island and those of New Brunswick, Nova Scotia, and the United States. The navigation is, however, interrupted during part of the winter by accumulations of ice in the Straits.

Charlottetown is the chief city of the island, having a population of 11,500 inhabitants. The people of the island are generally very prosperous and well to do; the total population by the census of 1881 was 108,891.

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PROVINCE OF MANITOBA.

GENERAL FEATURES.

The Province of Manitoba is situated in the very centre of the Continent, being midway between the Atlantic and Pacific Oceans on the east and west, and the Arctic Ocean and Gulf of Mexico on the north and south.

The southern frontier of Manitoba is about the latitude of Paris, and the line being continued would pass through the south of Germany. Manitoba has the same summer suns as that favoured portion of Europe above this line. The contiguous territory, including the great Saskatchewan and Peace River regions, is the equivalent of both the Empires of Russia and Germany on the Continent of Europe.

Lord Dufferin, on the occasion of his visit in 1877, said in a speech at Winnipeg, when the Province was beginning to be settled: "Manitoba may be regarded as the keystone of that mighty arch of sister Provinces which spans the Continent from the Atlantic to the Pacific." And further, that "Canada, the owner of half a Continent, in the magnitude of her possessions, in the wealth of her resources, in the sinews of her material might, is peer of any power on the earth."

The British subject, or the incomer from Europe or other parts of the globe, will therefore have the satisfaction of feeling that, in settling in the Canadian North-West, he takes an individual part in building a great nation of the future.

The settler in Manitoba will find schools, colleges, churches, and a kindred society. The social conditions where settlement has taken place leave nothing to be desired. Civilized society in the new world starts in its infancy from the point of the acquired knowledge of the old; and from the point of a first straggling settlement, the building up of a community proceeds with great rapidity. In the course of a single summer villages have sprung up from the previous wild at many points of the Canadian Pacific Railway.

CLIMATE, SOIL AND PRODUCTIONS.

The climate of Manitoba is warm in summer and cold in winter. The summer mean is 65° to 67°, which is very nearly the same as that of the State of New York. But in winter the thermometer sinks to 30° and 40° and sometimes 50° below zero. The atmosphere, however, is very bright and dry, and the sensation of cold is not so unpleasant as that of a cold temperature in a humid atmosphere. Warm clothing, especially in driving, and warm houses are, however, required; that is, houses built to resist the cold.

The climate of the territory contiguous to Manitoba is of the same character, the isothermal line running from Winnipeg nearly due N.-W.

Manitoba and the North-West Territory of Canada are amongst the absolutely healthiest countries on the globe, and pleasant to live in. There is no malaria, and there are no diseases arising out of, or particular to, either the Province or the climate.

The climatic drawbacks are occasional storms and "blizzards," and there are sometimes summer frosts. But the liability to these is not greater than in many parts of Canada, or the whole of the United States as far south as New York.

Very little snow falls on the prairies, the average depth being about eighteen inches, and buffaloes and the native horses graze out of doors all winter. In the unusual winter of 1879-80, the snow-fall was deeper, but such was the case over all the Continent. The whole of the Continent of North America is liable to sudden variations and exceptions from ordinary seasons.

The snow goes away and ploughing begins from the 1st to the latter end of April, a fortnight earlier than in the Ottawa region. The Red River opens at about the same time, or a fortnight earlier than the opening of the Ottawa. The summer months are part of May, June, July, August and September. Autumn lasts until November, when the regular frost sets in. The harvest takes place in August, and lasts till the beginning of September.

The soil is a rich, deep, black, argillaceous mould, or loam, resting on a deep and very tenacious clay subsoil. It is among the richest, if not the richest, soil in the world, and especially adapted to the growth of wheat. Analyses by chemists in Scotland and Germany have established this. One or two of these are given in the Appendix to this Guide Book.

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The soil is so rich that it does not require the addition of manure for years after the first breaking of the prairie, and in particular places where the black loam is very deep, it is practically inexhaustible. This great richness of the prairie soil has arisen from the gathering of droppings from birds and animals and ashes of prairie fires, which have accumulated for ages, together with decayed vegetable and animal matter, the whole resting on a retentive clay subsoil. It is to the profusion of this stored up wealth in the soil that the agriculturist from older countries is invited.

All the cereals grow and ripen in great abundance. Wheat is especially adapted both to the soil and climate. The wheat grown is very heavy, being from 62 to 66 lbs. per bushel; the average yield, with fair farming, being 25 bushels to the acre. There are much larger yields reported, but there are also smaller, the latter being due to defective farming.

Potatoes and all kinds of field and garden roots grow to large size and in great abundance. The same remark applies to cabbages and other garden vegetables. Tomatoes and melons ripen in the open air. Hops and flax are at home on the prairies. All the small fruits, such as currants, strawberries, raspberries, etc., are found in abundance. But it is not yet established that the country is adapted for the apple or pear. These fruits, however, do grow at St. Paul, and many think they will in Manitoba.

For grazing and cattle raising the facilities are unbounded. The prairie grasses are nutritious and in illimitable abundance. Hay is cheaply and easily made from the native grasses; and to the present day the farmers have, for the most part, burnt their straw to get rid of it. Clover, timothy, and other cultivated grasses, answer well.

Trees are found along the rivers and streams, and they will grow anywhere very rapidly, if protected from prairie fires. Wood for fuel has not been very expensive, and preparations are now being made for bringing coal into market; of which important mineral there are vast beds further west, which will immediately be brought into use. The whole of the vast territory from the U. S. boundary to the Peace River, about 200 miles wide from the Rocky Mountains, is a coal field.

Water is found by digging wells of moderate depth on the prairie; the rivers and coolies are also available for water supply. Rain generally falls freely during the spring, while the summer and autumn are generally dry.

The drawbacks to production are occasional visitations of grasshoppers, but Senator Sutherland testified before a Parliamentary Committee that he had known immunity from them for 40 years. This evil is not much feared, but still it might come.

There is reason to believe, however, that if it should come after the country has become thickly populated, it might be met, and in a large measure overcome, as has been proved by an experiment in the neighbouring State of Minnesota.

In further reference to the prairie soils of the Canadian North-West Territory, the following important statements are quoted from the work of Sir John Bennet Lawes and Professor J. H. Gilbert, descriptive of their combined experiments at Rothamsted. These statements will everywhere be received with confidence, and they furnish scientific reasons for generally known popular results:

"During the present year (1882), between 40 and 50 samples of soil from the North-West Territory, taken at intervals between Winnipeg and the Rocky Mountains, were sent over to the High Commissioner in London, and exhibited at the recent show of the Royal Agricultural Society of England, at Reading. The soils were exhibited in glass tubes, four feet in length, and are stated to represent the core of soil and subsoil to that depth. Three samples of the surface soils have kindly been supplied to us for the determination of the nitrogen in them.

"No. 1 is from Portage la Prairie, about 60 miles from Winnipeg, and has probably been under cultivation for several years. The dry mould contained 0.2471 per cent. of nitrogen.

"No. 2 is from the Saskatchewan District, abont 140 miles from Winnipeg, and has probably been under cultivation a shorter time than No. 1. The dry mould contained 0.3027 per cent. of nitrogen,

"No. 3 is from a spot about 40 miles from Fort Ellice, and may be considered a virgin soil. The dry mould contained 0.2500 per cent. of nitrogen.

"In general terms it may be said that these Illinois and North-West Territory prairie soils are about twice as rich in nitrogen as the average of the Rothamsted arable surface soils; and, so far as can be judged, they are probably about twice as rich as the average of arable soils in Great Britain. They indeed correspond in their amount of nitrogen very closely with the surface soils of our permanent pasture land. As their nitrogen has

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Winnipeg in 1871.

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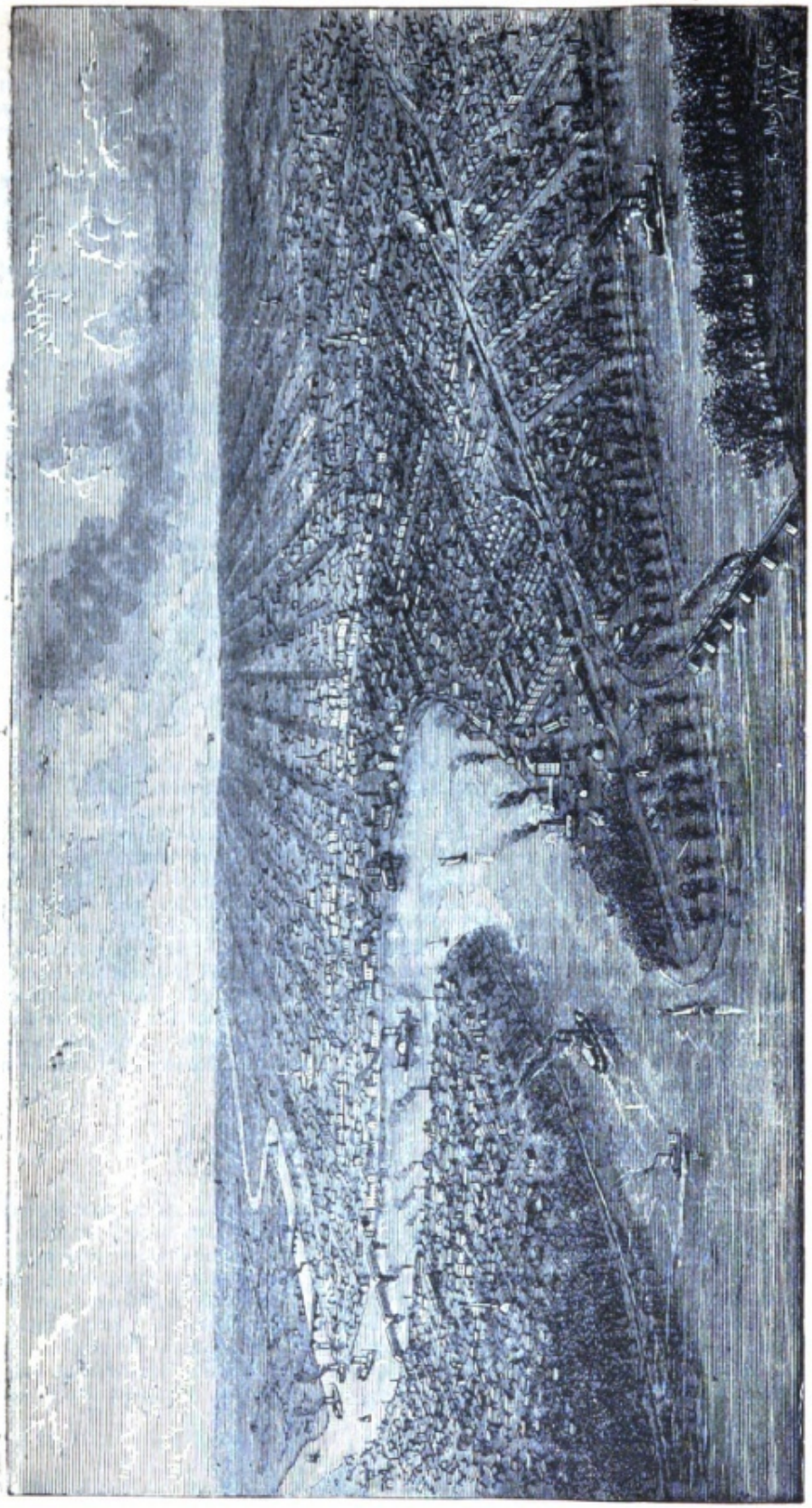

WINNIPEG IN 1884.

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its source in the accumulation from ages of natural vegetation, with little or no removal, it is to be supposed that, as a rule, there will not be a relative deficiency of the necessary mineral constituents. Surely, then, these new soils are 'mines' as well as laboratories? If not, what is the meaning of the term *a fertile soil?*

"Assuming these soils not to be deficient in the necessary mineral supplies, and that they yield annually in an available condition an amount of nitrogen at all corresponding to their richness in that constituent, it may be asked whether they should not yield a higher average produce of wheat per acre than they are reported to do?

"The exhausted experimental wheat field at Rothamsted, the surface soil of which, at the commencement of the experiments thirty-nine years ago, probably contained only about half as high a percentage of nitrogen as the average of these four American soils, yielded over the first eight years, 17½; over the next fifteen years, 15¼; over the last fifteen years (including several very bad seasons), only 11⅛ bushels; and over the whole thirty-eight years about 14 bushels per acre, per annum.

"So far as we are informed, the comparatively low average yield of the rich North-West soils is partly due to vicissitudes of climate, partly to defective cultivation, but partly also to the luxuriant growth of weeds, which neither the time at command for cultivation, nor the amount of labour available, render it easy to keep down. Then, again, in some cases the straw of the grain crops is burnt, and manure is not returned to the land. Still, if there be any truth in the views we have advocated, it would seem it should be an object of consideration to lessen, as far as practicable, the waste of fertility of these now rich soils. At the same time it is obvious that, with land cheap and labour dear, the desirable object of bringing these vast areas under profitable cultivation cannot be attained without some sacrifice of their fertility in the first instance, which can only be lessened as population increases."

YIELDS OF THE GRAINS.

The average yield of wheat in the Province of Manitoba, according to the returns obtained by the Department of Agriculture for the year 1884 (the latest so far received, although it is believed that 1885 was a more favourable year), was, from the theshers' reports, 23.35 bushels per acre, the yield, according to the same reports, being 6,076,122 bushels. The average yield of oats in the same year was 39.95 bushels per acre according to the threshers' reports, the number of bushels threshed being 1,041,539. The average yield of barley on the same authority was 25.50 bushels per acre, and the average yield 1,041,539 bushels. The average yield of peas was 18.62 bushels per acre. The average yield of flax seed was 14.56 bushels per acre. The average yield of potatoes was 192 bushels per acre; of turnips, 422 bushels per acre; of beets, 251 bushels per acre; of mangolds, 385 bushels per acre; and of carrots, 271 bushels per acre. It should be explained that these average yields would be very much higher with fair farming, the farming of many of the present settlers, and especially of the half breeds, being much below the average in other Provinces. The average of wheat, with fair farming, would be probably over 30 bushels, and the other yields in proportion.

FRUITS, AND WHAT MAY BE GROWN.

All the small fruits, such as strawberries, raspberries, currants, gooseberries, cranberries, etc., are very plentiful in Manitoba; wild grapes are very common, and it is thought from this fact that some of the hardier varieties of cultivated grapes, grafted on the wild stock, might ripen in sheltered places. But this has not been tried, and is not sure. Some varieties of apples have been tried by Mr. Hall, of Headingly, not far from Winnipeg, and he has measurably succeeded. But it has not yet been sufficiently demonstrated that the apple, at least on southern stocks, will succeed in Manitoba. There is, however, the fact of its being largely grown in very much higher latitudes in Russia, and the probability is, that by the use of stocks adapted to the climate, it will succeed in Manitoba.

The fact is, that all kinds of horticulture and tree culture are yet in their infancy in Manitoba.

The hop grows wild, with great luxuriance. Flax is adapted to the soil and climate.

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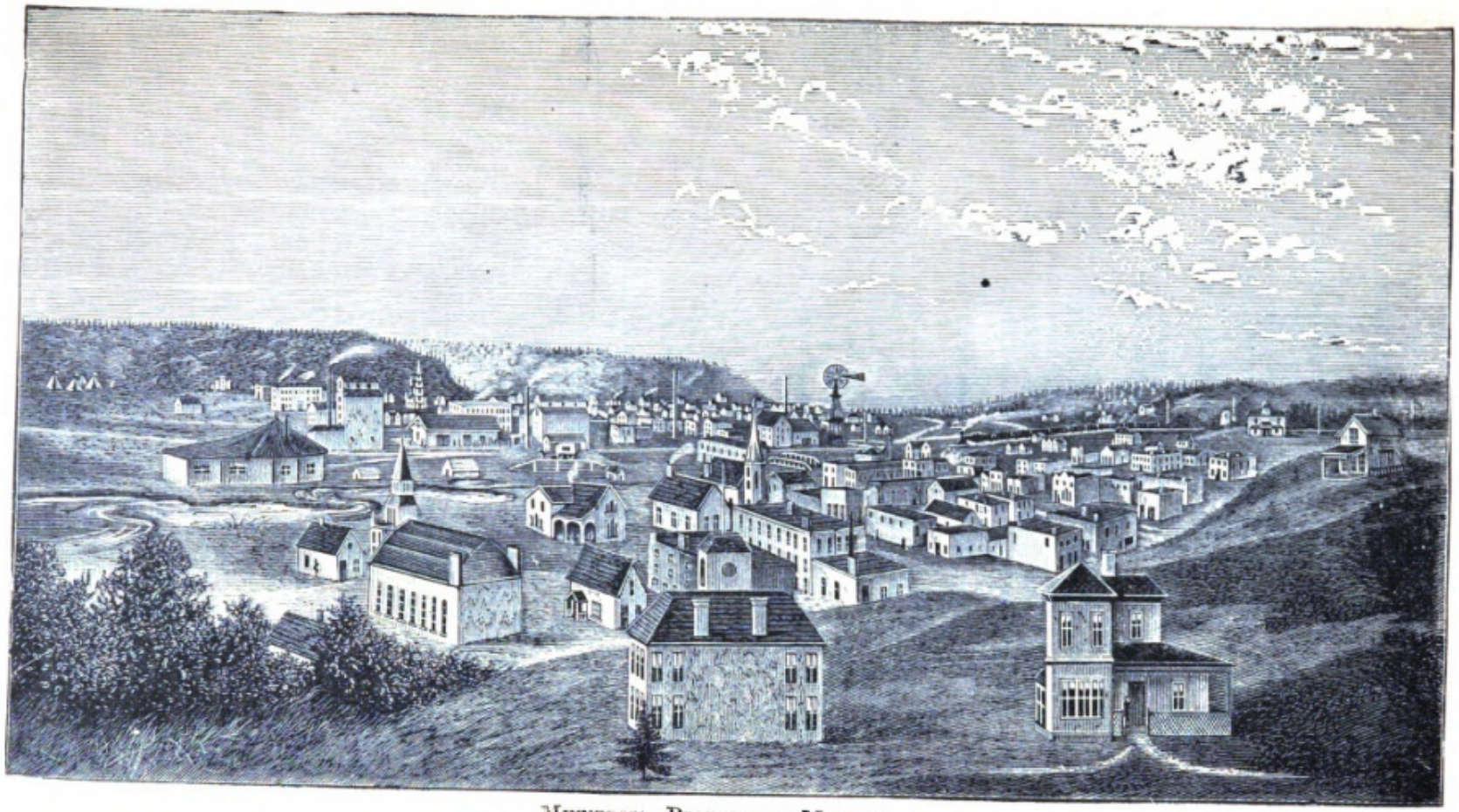

MINNEDOSA, PROVINCE OF MANITOBA.

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ROOTS AND VEGETABLES.

Both the soil and climate of Manitoba are, in a very high degree, adapted for the growth of the ordinary roots and vegetables of the temperate zone. Potatoes yield very large crops with the simplest culture. The profusion with which this root comes is a surprise to visitors, and the quality is excellent. The same remark may be made of turnips, beets, mangels and other roots. Cabbages and cauliflowers grow to monster size.

CATTLE AND STOCK RAISING.

Manitoba is particularly favourable for cattle industries. Cows from the Eastern Provinces thrive and grow fat on the native grasses, and farmers are beginning to pay more attention to stock raising, in order to mix their industries. The very great profusion with which potatoes and barley may be grown, has suggested the profitableness of swine feeding as a possible valuable if not leading industry of the country. The question of warmth in winter is met by the large quantities of straw which the farmers burn to get rid of; and a very little care in timing the period at which litters would appear, would probably solve the only other question of difficulty in connection with this industry.

COMMUNICATIONS AND MARKETS.

Manitoba has already communication by railway with the Atlantic seabord and all parts of the continent; that is to say, a railway train may start from Halifax or Quebec, after connection with the ocean steamship, and run continuously on to Winnipeg; and thence across the plains and through the mountains to the Pacific Ocean. Other railways are chartered, and it is believed will soon be constructed. A portion of the Manitoba and South-Western has already been opened, and further large portions will be completed during the summer of 1886.

The section of the Canadian Pacific Railway now open to Port Arthur places the cereals and other produce of Manitoba in connection with Lake Superior, whence it can be cheaply floated down the great water system of the St. Lawrence and lakes to the ocean steamships in the Ports of Montreal and Quebec; while the railway system affords connection as well with the markets of the older provinces as with those of the United States.

The Canadian Pacific Railway, which is now completed, as elsewhere stated in this Guide Book, is by far the shortest line, with the easiest gradients, and the fewest and easiest curves between the Atlantic and Pacific Oceans, and constitutes the shortest and, in many respects, the best line for travel and commerce between Great Britain and China and Japan. This line of railway, passing through the fertile instead of the desert portion of the Continent of America, is one of the most important of the highways of the world.

The river system of Manitoba and the North-West is a striking feature of the country. A steamer can leave Winnipeg and proceed *via* the Saskatchewan to Edmonton, near the base of the Rocky Mountains, a distance of 1,500 miles; and steamers are now plying for a distance of more than 320 miles on the Assiniboine, an affluent of the Red River, which it joins at the city of Winnipeg.

The Red River is navigable for steamers from Moorhead, in the United States, where it is crossed by the Northern Pacific Railway, to Lake Winnipeg, a distance of over 400 miles. Lake Winnipeg is about 280 miles in length, affording an important navigation. The Saskatchewan, which takes its rise in the Rocky Mountains, enters this lake at the northern end, and has a steamboat navigation as far as Fort Edmonton, affording vast commercial facilities for those great areas of fertile lands.

The water system between Lake Superior and Lake Winnipeg may be improved and rendered navigable at moderate cost compared with the great commercial interests which will, in the near future, call for it.

At present, a vessel may load at the railway terminus at Port Arthur and proceed all the way to Liverpool across the Atlantic Ocean. But the system of transport at present considered the cheapest, is by means of lake and river steamboats and tug propellers with "tows."

With the present arrangements, wheat has been conveyed from Manitoba to Montreal for 30 cents a bushel, whence it can be taken by ocean vessel to Liverpool for 10 or 15 cents more. It is calculated that this wheat can be raised with profit for 50 cents a bushel, thus making a possibility of delivering wheat in Liverpool under 85 cents (*i. e.*

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about 3s. 6d. stg.) per bushel, or 28s. per quarter. Charges and handling may bring it over this price, but the two naked elements of growth and transport are within the figures named.

The farming interests of Manitoba and the North-West are not, however, confined to wheat. Large stock interests are being rapidly developed. There are already 70,000 head of neat cattle in the newly started "ranches" in Alberta, at the foot of the Rocky Mountains. The progress made in them is giving entire satisfaction. Cattle are already shipped from more distant points in United States territory to Chicago, and thence to England with profit. It may further be remarked, that the conditions are so favourable for transport in the Canadian North-West, that cattle from Montana for the Chicago market enter at Maple Creek, and pass over the Canadian Pacific Railway to its connection with the American railway system, in the State of Minnesota.

SYSTEM OF SURVEY AND DIRECTIONS FOR TAKING UP FARMS.

The system of survey or of laying out the land in Manitoba is most simple. Every township is about six miles square, and is divided into sections of one mile square (or 640 acres) each, more or less, the scarcely appreciable difference from this exact area being the result of the convergence or divergence of the meridians forming the eastern and western boundaries, as the township is north or south of one of the standard base lines of survey. These sections are again subdivided into half sections of 320 acres and quarter sections of 160 acres, and further into half quarters, which terms are legal or statutory definitions of the divisions and subdivisions of land in Manitoba and the North-West Territories of the Dominion.

The townships are laid out upon certain "base lines," about twenty-four miles apart, running east and west, to the depth of two townships, both to the north and to the south, upon each. The lines upon which adjacent townships, surveyed from different base lines, abut, are termed "correction lines," and upon these all discrepancies of survey are adjusted.

The townships are arranged in tiers running from south to north, and starting from the southern frontier, which is the International boundary line. These tiers are marked on the map with ordinary numerals, thus, 1, 2, 3, etc. Township 1 being on the International boundary or province frontier, which is "the first base line," Township 2 would be six miles further north; Township 3 again six miles north, etc.

The townships are further numbered in what are called "ranges" east and west, from lines called "principal meridians." These numbers are marked on the map in Roman characters, thus: I., II., III., IV., etc.

The first principal meridian starts from a point on the International boundary line about eleven miles west of Emerson. The west "ranges" run in regular numbers to the left or west of that meridian; and the east "ranges" to the right or east of that meridian. Thus, Township 3, Range III., west, would be three townships north of the boundary line, and three townships west of the principal meridian; or, Township 3, Range III., east, would be, in the same way, three townships north to the east of the principal meridian. Anyone with this simple direction could put his finger on any township in Manitoba or any other part of the North-West Territory, of which the number north of the International boundary or first base line might be given, with the number of the range or tier of townships east or west of the first or any of the principal meridians on the map. Any section of a township can be found by its number on the diagram of the map; and the reader, by looking at this and seeing the way in which the numbers run, can instantly put his finger on any section of any township marked on the map. The boundaries of these sections being all laid out on the cardinal points of the compass, east, west, north and south, the section is divided into east half and west half, or north half and south half, whichever way the dividing line is run. These half sections are again divided into quarter sections, such as north-east quarter, north-west quarter, south-east quarter, south-west quarter; these quarters may again be divided in the same way; and these terms, as before stated, are legal or statutory definitions of land in Manitoba and the North-West Territory.

Under this very simple but scientific method of arrangement, any township, or section, or subdivision of a section, can be instantly and unerringly described. A transfer or conveyance of property may likewise be made by deed in as few words as any ordinary bill of parcels, and that with perfect accuracy and absoluteness of definition.

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HOMESTEAD FARM AT KILDONAN, NEAR WINNIPEG. ENGRAVED FROM A PHOTOGRAPH.

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The settler from the United Kingdom will at first find the nomenclature of this system of survey a little new and strange; but he will, on slight acquaintance with it, become charmed with its simplicity.

The surveyed lines are marked on the ground itself by iron and other kinds of monuments and posts at the corners of the divisions and subdivisions; and, so soon as the settler makes himself acquainted with these, he will instantly understand the position and extent of his own farm on the prairie, or of any other in the country. Or, when travelling in any part of the country, these posts will tell him at a glance exactly where he is, so that he cannot get lost in any surveyed district.

Distances on the map, in miles, may be ascertained approximately by counting the townships to be passed over and multiplying the number by six. The unit of the townships' surveys is the statute mile or section of 640 acres, all the townships being made six statute miles or sections square, as nearly as it is possible to make a series of squares on the face of a globe.

FREE GRANTS AND PRE-EMPTIONS.

A settler may obtain a grant of 160 acres of land free, on *even-numbered* sections, on condition of three years' residence and cultivation, and payment of an office fee amounting to $10 (£2 stg.); and he may obtain the adjoining portions of sections by "pre-emption" or otherwise, at the rate of $2.00 (8s. stg.) or $2.50 (10s. stg.) per acre. The privilege of pre-emption, however, will cease after January 1st, 1887.

All intending settlers should take notice that they are entitled to enter at the nearest Government Lands Office for a free grant of a quarter section in any even-numbered unoccupied land in Manitoba or the North-West; whether or not such even-numbered section is near a railway, or comes within the reserves of any of the Colonization companies.

DIRECTIONS RESPECTING LANDS.

A settler should obtain from the Local Dominion Lands Agent general information as to lands open for settlement. The marks on the map show certain lands taken up, and therefore not available for settlement. Of course, other lands may have been taken up since those marked "taken" on the map. Exact information can, therefore, only be obtained at the Local Land Offices, which are shown on the map. A list of these is also published as an Appendix to this Guide Book.

All *even-numbered* sections (except 8 and three-quarters of 26, which are Hudson Bay Company Lands) are open for entry as free homesteads, or as pre-emptions, unless already taken up by settlers.

Odd-numbered sections (with the exception of 11 and 29, which are School Lands) for 24 miles on each side of the Canadian Pacific Railway, may be generally stated to be Railway Lands, purchasable from the Company, and not open for homestead and pre-emption. There are also other Railway Lands, which have been appropriated in aid of similar undertakings. (See Land Regulations in the Appendix to this Guide Book). Beyond the limits of the land granted to such enterprises *odd-numbered* sections may, if surveyed, be purchased direct from the Government, on terms stated in the regulations referred to.

WHAT CAPITAL TO BEGIN WITH.

A settler in Manitoba may commence on comparatively small capital; that is, enough to build one of the inexpensive houses of the country, to buy a yoke of oxen and a plough, his seed grain, and sufficient provisions to enable him to live for one year, or until his first crop comes in. With a little endurance at first, from this point he may attain to a position of plenty and independence.

On the other hand, a settler may take with him to Manitoba or the North-West Territories considerable capital, and invest it in large farming operations, either in wheat growing or stock raising, both of which he will probably find very profitable.

The settler requires either a team of horses or yoke of oxen, a waggon or a cart, a plough and harrow, chains, axes, shovels, stoves, bedsteads, etc., which he can obtain for about $300.00, or £60* stg. A primitive house and stable may be built for £30 more. The cost of necessary provisions for a family would be from £18 to £20. The cost of these

* The £1 sterling is set down in round figures at $5.00 for convenience, and is sufficiently exact for the purpose of this paper.

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several items may vary with circumstances, either being more or less, the prices being affected by the cost of transport and railway facilities; but a settler who goes on his farm sufficiently early to plant potatoes and other crops may live at very little cost.

Or the sum of £125 stg., which is in round numbers about $600.00 of Canadian currency, would enable a farmer to begin on a moderate scale of comfort. That sum would be divided, perhaps, in some cases, as follows:

One yoke of oxen, $120.00; one waggon, $80.00; plough and harrow, $25.00; chains, axes, shovels, etc., $30.00; stoves, bedsteads, etc., $60.00; house and stable, $150.00; provisions, $135.00: in all, $600.00. The above prices are subject to variation for the reasons above stated.

Of course, a capital of £200 (or $1,000.00) would enable a farmer to start in better style and with more comfort; but many have started with much less, and are now well off. For instance, the Red River cart, which costs from fifteen to twenty dollars, and one ox, might do all the teaming required on a small farm to begin with, and after the first "breaking" one ox could do all the ploughing required for a family.

The German Mennonite settlers who came to Canada from Southern Russia a few years ago—that is, the poorer families of them—started with very much less; and they are to-day very prosperous, and raise large crops of grain, besides growing flax, of which they export the seed. They are also well supplied with live stock.

The Mennonite outfit of one family, averaging five persons, consisted of one yoke of oxen, one cow, one plough, one waggon, and one cooking stove—the whole obtained at a cost of $270.00, or £54. In the case of the poorer, two families clubbed together to use one outfit. The cost of provisions for the subsistence of one family for a year was $93.00 (£18 15s.), the provisions consisting almost wholly of flour, pork and beans. No money was expended on the buildings in which they first lived. These consisted for the first year of brush, laid sloping on poles and covered with earth. This fact is stated to show from how small a beginning a settler may successfully start and attain plenty; but, seeing that the log or frame house of the country can be built at so moderate a cost, probably few settlers from the United Kingdom would be willing to do as the Mennonites did. Many a man will, however, make a hard struggle for independence, and find both his labour and his hardships sweetened by the consciousness of the daily steps he is taking towards that end. It may further be mentioned that, for some years to come, there will be railways and public works in progress, on which the poorer settlers may work for a part of the time at good wages, and so obtain means to tide over the first difficulties of a settler's life with more comfort.

By the Amendment to the Dominion Lands Act, passed in 1884, a settler is held to have performed his homestead duties if he has been a *bona fide* resident within a radius of two miles from his homestead. But, within the first year after the date of his entry, he must have broken and prepared for crop not less than ten acres on his homestead. Within the second year he must have cropped these ten acres, and broken and prepared for crop not less than fifteen acres additional, making in all twenty-five acres under crop in the third year; and also not less than fifteen acres additional broken and prepared for crop for the next year. And he must, three months before applying for his patent, have erected a habitable house on his homestead, and resided in it. The settler must not have been continuously absent for more than six months in any one year.

HINTS FOR SETTLERS IN MANITOBA.

The settler from older countries should be careful to adapt himself to those methods which experience of the country has proved to be wise, rather than try to employ in a new country those practices to which he has been accustomed at home.

For instance with respect to ploughing, or, as it is called, "breaking" the prairie, the method in Manitoba is quite different from that in the Old Country. The prairie is covered with a rank vegetable growth, and the question is how to subdue this, and so make the land available for farming purposes. Experience has proved that the best way is to plough not deeper than *two inches*, and turn over a furrow from twelve to sixteen inches wide.

It is especially desirable for the farmer who enters early in the spring to put in a crop of oats on the first "breaking." It is found by experience that the sod pulverizes and decomposes under the influence of a growing crop quite as effectually, if not more so, than when simply turned and left by itself for that purpose. There are also fewer weeds, which is of very great importance, as it frequently happens that the weeds which grow

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A Prairie Scene.

soon after breaking are as difficult to subdue as the sod itself. Large crops of oats are obtained from sowing on the first breaking, and thus not only is the cost defrayed, but there is a profit. It is also of great importance to a settler with limited means to get this crop the first year. One mode of this kind of planting is to scatter the oats on the grass, and then turn a thin sod over them. The grain thus buried quickly finds its way through, and in a few weeks the sod is perfectly rotten. Mr. Daley, near Bigstone City, in the vicinity of Bigstone Lake, sowed ten acres of oats in this way. He put two bushels and a peck to an acre. In the fall he harvested 426 bushels of oats, which he found to be worth enough to pay for the "breaking" and give him $75.00 besides. This is a practical, reported experience. There is also testimony from other farmers to similar effect. Flax is a good crop to put in on the first breaking. It yields well, pays well, and rapidly subdues the turned sod. A practice which has been followed by other settlers, and which experience has proved to be successful, is to turn the sod two inches deep, and then by the device of removing one furrow and ploughing up from the bed it occupied a sufficiency of earth to make a covering of the ploughed sods, an admirable seed bed is obtained.

The settler should plant potatoes the first year for his family use, and do other little things of that kind. Potatoes may be put in as late as June the 20th. All that is required is to turn over a furrow, put the potatoes on the ground, and then turn another furrow to cover them, the face of the grass being placed directly on the seed. No hoeing or further cultivation is required except to cut off any weeds that may grow. Very heavy crops of fine potatoes have been grown in this way.

Before the prairie is broken the sod is very tough, and requires great force to break it; but after it has once been turned the subsequent ploughings are very easy from the friability of the soil, and gang ploughs may easily be used.

On account of the great force required to break the prairie in the first instance, many prefer oxen to horses. There is a liability of horses becoming sick in Manitoba when first taken there from the older parts of the Continent, until they become accustomed to the new feed and the country, especially if they are worked hard and have not sufficient shelter.

It is for this reason that oxen, which are not liable to the same casualties as horses, are better suited for breaking the prairie. A pair of oxen will break an acre and a half a day, with very little expense for feed. Mules have been found to do very well, and they are considered well adapted for prairie work. On the larger farms steam is beginning to be used, but the question of steam cultivation is not yet settled.

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WHAT TO TAKE TO MANITOBA.

The settler, in going to Manitoba from the Old Country, should be cautioned against burdening himself with very heavy luggage. The weight which he is allowed to carry without paying extra on an ordinary emigrant ticket is 150 lbs. Freight charges for luggage over this weight are high. Tools and implements, stoves, tables or bedsteads, or heavy, clumsy things of that description, can be bought in Manitoba more cheaply than they can be carried. Tools and implements specially adapted to the country can be purchased cheaply in Manitoba, but artisans or mechanics having special tools for their handicrafts will, of course, take them with them. The exception to this general direction is that parties may sometimes hire a car for their effects, and thus take their whole stock and furniture with them more cheaply than they can be replaced; but the adaptation of any implement to Manitoba should be well ascertained before it is taken. All clothing, also bedclothing, and cases or covers of beds, should be taken to be filled after arriving in Manitoba.

ROUTES, AND WHEN TO GO.

The intending settler from the United Kingdom or the Continent of Europe may buy a ticket direct to Winnipeg, or almost any part of Manitoba, at the offices of the steamship lines. He may go to Quebec, and thence by way of the Great Lakes to Thunder Bay, where he will take the railway to Winnipeg. This line is the shortest, and wholly within Canadian territory, and the settler who takes this route is free from the inconvenience of all Customs examinations required on entering United States territory, or again on entering Manitoba from the United States; or he may take the all-rail route from Quebec to Winnipeg. The fares are very cheap from Europe to Manitoba, in view of the distance.

In cases where it is an object for the emigrant to have an assisted passage, this is afforded by an arrangement between the Government of Canada and steamship companies whose lines ply to Canadian ports. Application should be made to agents of the Government or to the steamship agents for particulars of the assisted passage arrangement.

The fares from Quebec and other points on the seabord to Winnipeg may be obtained at any of the Canadian Government agencies or steamship agencies. They have been fixed at prices so low, under arrangement with the Government, as really to constitute an assisted passage.

Very favourable rates are afforded for immigrants' and settlers' effects *via* the Canadian Pacific Railway.

CANADIAN PACIFIC RAILWAY LANDS.

In view of the fact that the Canadian Pacific Railway Company have obtained from the Government of Canada a grant of 25,000,000 acres of land to assist in the building of the Railway, it becomes important for the settler to understand the terms on which they offer their lands for sale.

As already stated, the odd-numbered sections of townships (with the exception of 11 and 29, which are school lands) for twenty-four miles on each side of the railway, may generally be stated to be railway lands. The Company will have lands apportioned to them in other portions of the North-West, which will be made known from time to time. Under their advertised regulations they offer their land at $2.50 (10s. stg.) an acre, and upwards, with conditions *requiring cultivation*. Lands will also be sold by the Company *without conditions of cultivation*. The purchaser, by paying cash, may get a deed of conveyance at the time of purchase; or he may pay one-sixth in cash, and the balance in five annual instalments, with interest at six per cent. Or payment may be made in Land Grant Bonds, which will be accepted at 10 per cent. premium on their par value and accrued interest.

This Company has a system of rebates in favour of the settler, in all cases of land bought on conditions of cultivation. This rebate is from $1.25 to $3.50 (5s. to 14s. stg.) per acre. See Land Regulations of this Company in the Appendix to this Guide Book.

It follows from these regulations that if a settler buys land from this Company at $2.50 (10s. stg.) per acre, and gets a rebate of $1.25 (5s. stg.) per acre, he is in exactly the same position, in the case of a purchase of a half section, as if he obtained a free grant from the Government of 160 acres, and paid for the other quarter section a pre-emption rate of $2.50 (10s. stg.) per acre.

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These prices, the intending settler should understand, are very cheap. The lands so sold by the Company are probably worth $10.00 or $20.00 (£2 or £4 stg.) per acre, and more in many cases. But the interest of the Company is less to sell at high prices, and which might be held for speculation, than to attract settlers; who, by affording passenger traffic and freight from the produce of their cultivated farms, are very much more important for the Company than simply high prices for lands in the absence of settlement. The great interest of the Company is to obtain settlers, and to content them by affording them every possible facility.

It will appear from a comparison of the conditions of the Canadian Pacific Railway Company with the Dominion Land Regulations, that if a family of four adults desire to settle together they may obtain a really large estate on very moderate terms. For instance, each of the four members of the family may settle on the four free homesteads, of 160 acres each, in any even-numbered unoccupied section. Each may then purchase another 160 acres at $2.50 (10s. stg.) per acre from the Canadian Pacific Railway Company in the adjoining odd-numbered sections. The settlers, while building on the homesteads and making cultivation thereon, would be able within the time mentioned also to cultivate the whole or the greater part of the Canadian Pacific Railway lands. The office fee for entering Government homesteads is $10.00 (£2 stg.) A family of four could, in this way, in four years obtain a large estate of 1,280 acres of probably the richest wheat-growing land in the world at a merely nominal price, and thus secure a position not only of comparative but of substantial wealth. Farmers with sons can with great advantage avail themselves of these conditions, and have the advantages of neighbourhood in settling together.

In cases where it is an object for families with means to take up and farm more extensive tracts of land, the regulations would also admit of this. For instance, two brothers might take up as free homesteads two quarter sections of any Government lands, and pre-empt the other two quarter sections, thus obtaining a whole section (or 640 acres) for their homesteads and pre-emptions. They could then purchase the whole of each of the four adjoining odd-numbered sections of railway lands, and thus obtain between them a large estate of 3,200 acres. By cultivating the odd sections and getting the rebate, this estate could be purchased on exceedingly moderate terms. The actual settler for some years to come will have large tracts of land to choose from. The arrangement we have indicated is especially desirable for settlers from England with means.

The land policy of the Government of Canada, combined with the advantages offered by the Canadian Pacific Railway Company, is the most liberal of any on the Continent of North America.

HUDSON BAY COMPANY'S LANDS.

Section No. 8 and three-quarters of Section No. 26 in the greater number of townships* are Hudson Bay Company's lands, and all settlers must be careful not to enter upon them unless they have acquired them from the Company. The prices vary according to locality. Mr. C. J. Brydges is the Land Commissioner of the Company. His official residence is at Winnipeg, Man., and applications may be made to him.

Under agreement with the Crown, the Hudson Bay Company are entitled to one-twentieth of the lands of the "Fertile Belt," estimated at about seven millions of acres.

No prices can be quoted here for the lands of this Company. Their object is to obtain for them fair, current market prices.

SCHOOL LANDS.

Sections Nos. 11 and 29 in every township are school lands; that is, the proceeds of their sale are to be applied to the support of education. They are not obtainable at private sale. When disposed of, it will be by public competition at auction. All squatters on these lands, therefore, will have to pay for them the price they bring by auction when sold, or they will pass by such sale out of their hands.

LANDS AT PRIVATE SALE.

The settler may sometimes find it convenient to buy lands partly improved, with buildings and fences upon them, of private proprietors. It very frequently happens that half-breed or other lands may be obtained on moderate terms.

* In every fifth township the Hudson Bay Company has the WHOLE Section of 26.

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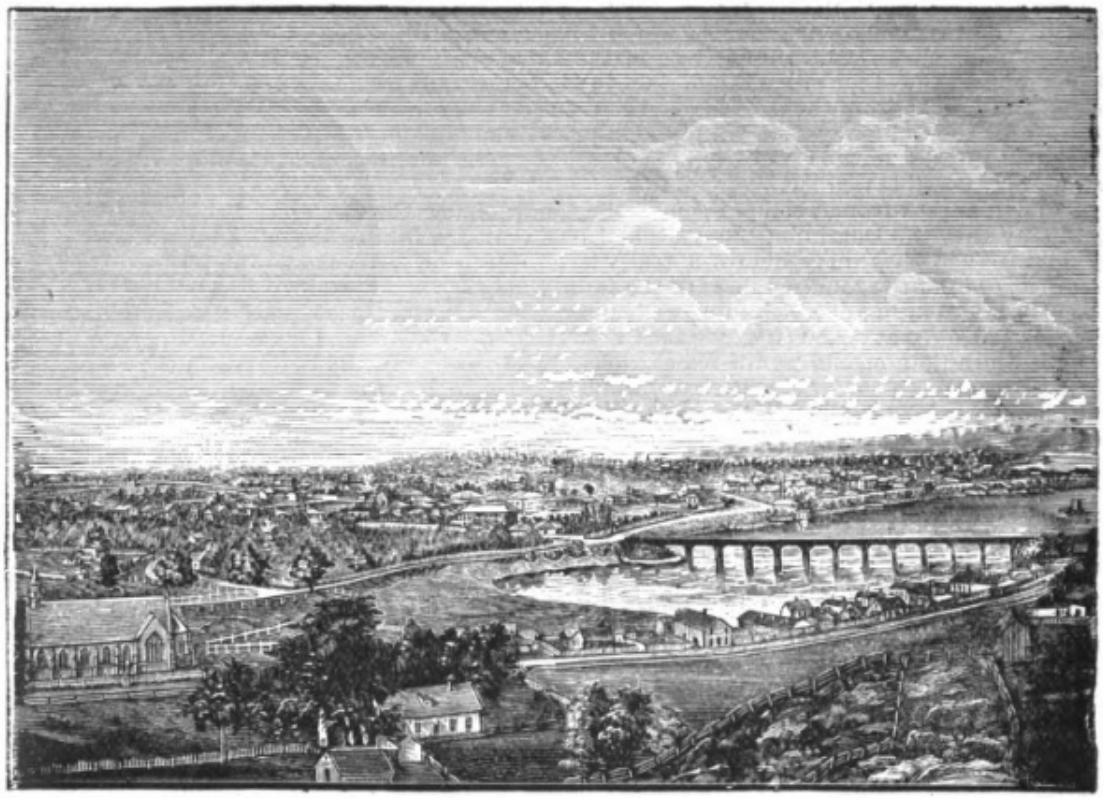

PROVINCE OF BRITISH COLUMBIA.

GENERAL FEATURES.

The Province of British Columbia forms the western face of the Dominion of Canada; and in view of its great importance for the Dominion, it would be difficult to say whether its geographical position or its great resources were of more value. It has a coast line of about 600 miles on the Pacific Ocean, with innumerable bays, harbours and inlets. It has an area of 341,305 square miles, and if it were described from the characteristics of its climate and great mineral wealth, it might be said to be the Great Britain and California of the Dominion.

This Province is divided into two parts—the Island of Vancouver and the mainland. The island is about 300 miles in length, with an average breadth of 60 miles, containing an area of about 20,000 square miles.

HARBOURS.

Barclay Sound is on the west coast of the island. It opens into the Pacific Ocean itself, and is about thirty-five miles long. At its head it is only fourteen miles from the east coast, and easy communication may be had with it. The water is very deep, and once in harbour the shelter is perfect.

The harbours on the mainland are Burrard Inlet, Howe Sound, Bute Inlet, Millbank Sound, River Skeena, and River Nass.

Burrard Inlet is situated on the Gulf of Georgia, a few miles from New Westminster. It is nine miles long, deep and safe. It is the port from which the lumber trade is chiefly carried on. It is very easy of access for vessels of any size or class, and convenient depth of water for anchorage may be found in almost every part of it.

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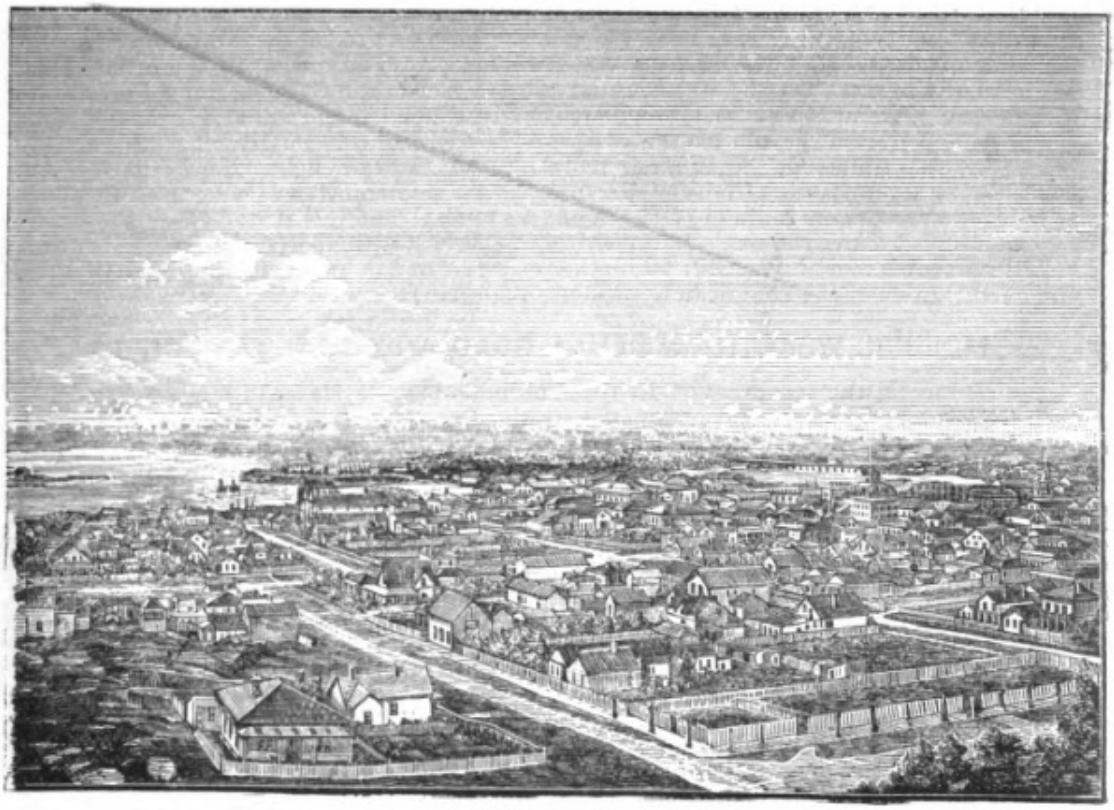

VANCOUVER ISLAND, B.C.

Howe Sound is north of Burrard Inlet, separated from it by Bowen Island, and comparatively difficult of access.

Bute Inlet is much further north, is surrounded with lofty mountains, and receives the waters of the River Hamathco. Valdez Island lies between its mouth and Vancouver.

Millbank Sound, still further north, will become valuable as a harbour as the gold mines on Peace River attract population.

The River Skeena is now ascended by steam vessels from Nanaimo, and is one of the routes to the Ominica gold mines.

The River Nass, a little further north, is near the frontier of Alaska. It has been ascended by a steamer more than twenty-five miles. It is believed that the region it waters is rich in gold, and both it and the Skeena are valuable for the fisheries.

CLIMATE.

The following is a description of the climate of this Province, on the authority of Dr. Forbes:

"The author has lived for more than ten years in Vancouver Island, and he unhesitatingly declares the climate to be unsurpassed by any with which he is acquainted. The winter, as a rule, is not so cold, but more wet than in the midland counties of England, while the summer is drier, with heat equal to that at home in the day-time, but cooler from the evening to early morning. It is never so hot at night that a blanket becomes uncomfortable; the snow rarely remains on the ground for more than two or three days; the author has never seen it more than a foot deep in and around Victoria."

From a pamphlet by Mr. E. Graham Alston, B.A., the following farther extract is taken:

"The rain-fall at Esquimault, Vancouver Island, for 1868, was only 22.88 inches; the average would be about 25 inches. On the mainland, however, the rain-fall is much

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greater. In 1865, at New Westminster, it amounted to 40.84 inches, and often exceeds this. At New Westminster, in 1865, the greatest heat was 108.5, the minimum temperature 15°, on grass 1° 8′. The climate varies considerably, according to the height from the level of the sea. On the western and eastern side of the Cascade range the climate also is very different. The western side is heavily timbered, and subject to heavy rains in spring and autumn, while on the eastern side the country consists of rolling grassy plains, lightly timbered, the summer more intense, the rain light. In Cariboo, again, the winter is severe, lasting from October to April, the thermometer varying from 10° above to 20° below zero, snow falling to a depth of 7 to 10 feet; but the altitude is considerable, being 4,200 feet above the sea. In a word, the general health and climate enjoyed in this colony compares most favourably with other colonies, and more particularly with those on the Atlantic side of the American Continent in similar latitudes."

MINERAL WEALTH—IMMENSE GOLD AND COAL DEPÓSITS.

First among the resources of British Columbia may be classed its mineral wealth. The exploratory surveys in connection with the Canadian Pacific Railway have established the existence of gold over the whole extent of the Province. Large values have already been taken from the gold mines which have been worked. This precious metal is found all along the Fraser and Thompson Rivers; again in the north along the Peace and Ominica Rivers and on the Germansen Creek; and on Vancouver Island.

Want of roads to reach them and want of capital seem to have been the obstacles in the way of more generally working the gold mines in the past. These obstacles are, however, in the way of being overcome. Even with these insufficient means of working, the yield of gold in British Columbia from 1858 to 1876 was $39,953,618.00, the average earnings per man being $663.00 per year. It is confidently expected that more gold will be taken out of the mines of British Columbia than has been spent in building the Pacific Railway. It is found along a north-west line of more than ten degrees of latitude. Copper is found in abundance in British Columbia, and silver mines have been found in the Fraser Valley. Further explorations will undoubtedly develop more mineral wealth.

The coal mines of British Columbia are probably even more valuable than its gold mines. Bituminous coal is found in Vancouver Island in several places, and anthracite coal of very excellent quality on Queen Charlotte's Island. This is said to be superior to Pennsylvania anthracite, and although coal is found in California, that which is mined in British Columbia commands the highest price in San Francisco. His Excellency the Marquis of Lorne said respecting it, in a speech at Victoria, British Columbia: "The coal from the Nanaimo mines now leads the market at San Francisco. Nowhere else in these countries is such coal to be found, and it is now being worked with an energy that bids fair to make Nanaimo one of the chief mining stations on the Continent. It is of incalculable importance, not only to this Province of the Dominion, but also to the interests of the Empire, that our fleets and mercantile marine, as well as the continental markets, should be supplied from this source."

Speaking of the quality of the coal of British Columbia, Dr. Dawson, a competent authority on the subject, made the following statement: "It is true bituminous coal of very excellent quality. It was tested by the War Department of the United States, some years ago, to find out which fuels gave the best results for steam-raising purposes on the western coast, and it was found that, to produce a given quantity of steam, it took 1,800 lbs. of Nanaimo coal to 2,400 lbs. of Seattle coal, 2,600 lbs. of Coos Bay coal, Oregon, and 2,600 lbs. of Monte Diablo coal, California, showing that, as far as the Pacific coast is concerned, the coal of Nanaimo has a marked superiority over all the others. In 1882 the coal raised from the Nanaimo mines was 282,139 tons, which is equal to about one-fifth the coal product of Nova Scotia, though that Province has been so much longer a coal producing region. Of this 151,800 tons were sold in San Francisco, the retail price being about $12.00 a ton."

The importance of the coal supply of British Columbia is pointed out by Sir C. Dilke, lately one of the Ministers of the Crown in England, in his book entitled "Greater Britain," as follows:

"The position of the various stores of coal in the Pacific is of extreme importance as an index to the future distribution of power in that portion of the world; but it is not enough to know where coal is to be found, without looking also to the quantity, quality, cheapness of labour and facility of transport. In China and in Borneo there are extensive coal fields, but they lie 'the wrong way' for trade; on the other hand, the California coal

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at Monte Diablo, San Diego and Monterey, lies well, but is bad in quality. Tasmania has good coal, but in no great quantity, and the beds nearest to the coast are formed of inferior anthracite. The three countries of the Pacific which must for a time at least rise to manufacturing greatness are Japan, Vancouver Island and New South Wales; but which of these will become wealthiest and most powerful depends mainly on the amount of coal which they respectively possess, so situated as to be cheaply raised. The dearness of labour under which Vancouver suffers will be removed by the opening of the Pacific Railway, but for the present New South Wales has the cheapest labour, and upon her shores at Newcastle are abundant stores of coal of good quality for manufacturing purposes, although for sea use it burns 'dirtily' and too fast. . . . The future of the Pacific shores is inevitably brilliant, but it is not New Zealand, the centre of the water hemisphere, which will occupy the position that England has taken on the Atlantic, but some country such as Japan or Vancouver, jutting out into the ocean from Asia or from America, as England juts out from Europe."

The importance of these considerations will become more apparent to those readers of this Guide Book who have taken note of the enormous resources of the vast region—agricultural, industrial and commercial—through which the Canadian Pacific Railway passes, with its favourable grades and great saving in distances. These greatly important facts, affecting the considerations of empire, are fully set forth in the work from which the above extract is taken.

FORESTS.

The forest lands are of great extent, and the timber most valuable. They are found throughout nearly the whole extent of the Province. The principal trees are the Douglas pine, Menzies fir, yellow fir, balsam, hemlock, white pine, yellow pine, cedar, yellow cypress, arbor vitæ, yew, oak, white maple, arbutus, alder, dogwood, aspen, cherry, crab apple, willow and cotton-wood. The Douglas pine is almost universal on the sea coast, and up to the Cascade range. It preponderates at the southern end of Vancouver, and along its east and west coast, the finest being found in the valley and low grounds along the west coast, and on the coast of British Columbia. It yields spars from 90 to 100 feet in length, can often be obtained 150 feet free from knots, and has squared forty-five inches for ninety feet. It is thought to be the strongest pine, or fir, in existence. Broken in a gale, the stem is splintered to a height of at least twenty feet, and it is astonishing to see how small a portion of the trunk will withstand the leverage of the whole tree. The timber contains a great deal of resin, and is exceedingly durable. The bark resembles cork, is often eight or nine inches thick, and makes splendid fuel.

On the banks of the Nitinat Inlet and elsewhere, forests of the Menzies pine occur suitable in size for first-class spars, and the wood works beautifully. The white pine is common everywhere. The Scotch fir is found on the bottom lands with the willow and cotton-wood. The cedar abounds in all parts of the country, and attains an enormous growth. Hemlock spruce is very common. The maple is universal everywhere. The arbutus grows very large, and the wood, in colour and texture, resembles box. There are two kinds of oak, much of it of good size and quality. There are few lumbering establishments, the trade being hardly developed. The value of timber exports in 1881 was $162,747.00.

The Fraser River and its tributaries, with the numerous lakes communicating with them, furnish great facilities for the conveyance of timber. The Lower Fraser country especially is densely wooded. Smaller streams and the numerous inlets and arms of the sea furnish facilities for the region further north.

His Excellency the Marquis of Lorne said in a speech made by him at Victoria:

"Every stick in these wonderful forests, which so amply and generously clothe the Sierras from the Cascade range to the distant Rocky Mountains, will be of value as communication opens up. The great arch of timber lands beginning on the west of Lake Manitoba, circles round to Edmonton, comes down along the mountains, so as to include the whole of your Province. Poplar alone, for many years, must be the staple wood of the lands to the south of the Saskatchewan, and your great opportunity lies in this, that you can give the settlers of the whole of that region as much of the finest timber in the world as they can desire, while your cordwood cargoes will compete with the coal of Alberta. Coming down in our survey to the coast, we come upon ground familiar to you all, and you all know how large a trade already exists with China and Australia in wood, and how capable of almost indefinite expansion is this commerce. Your forests are

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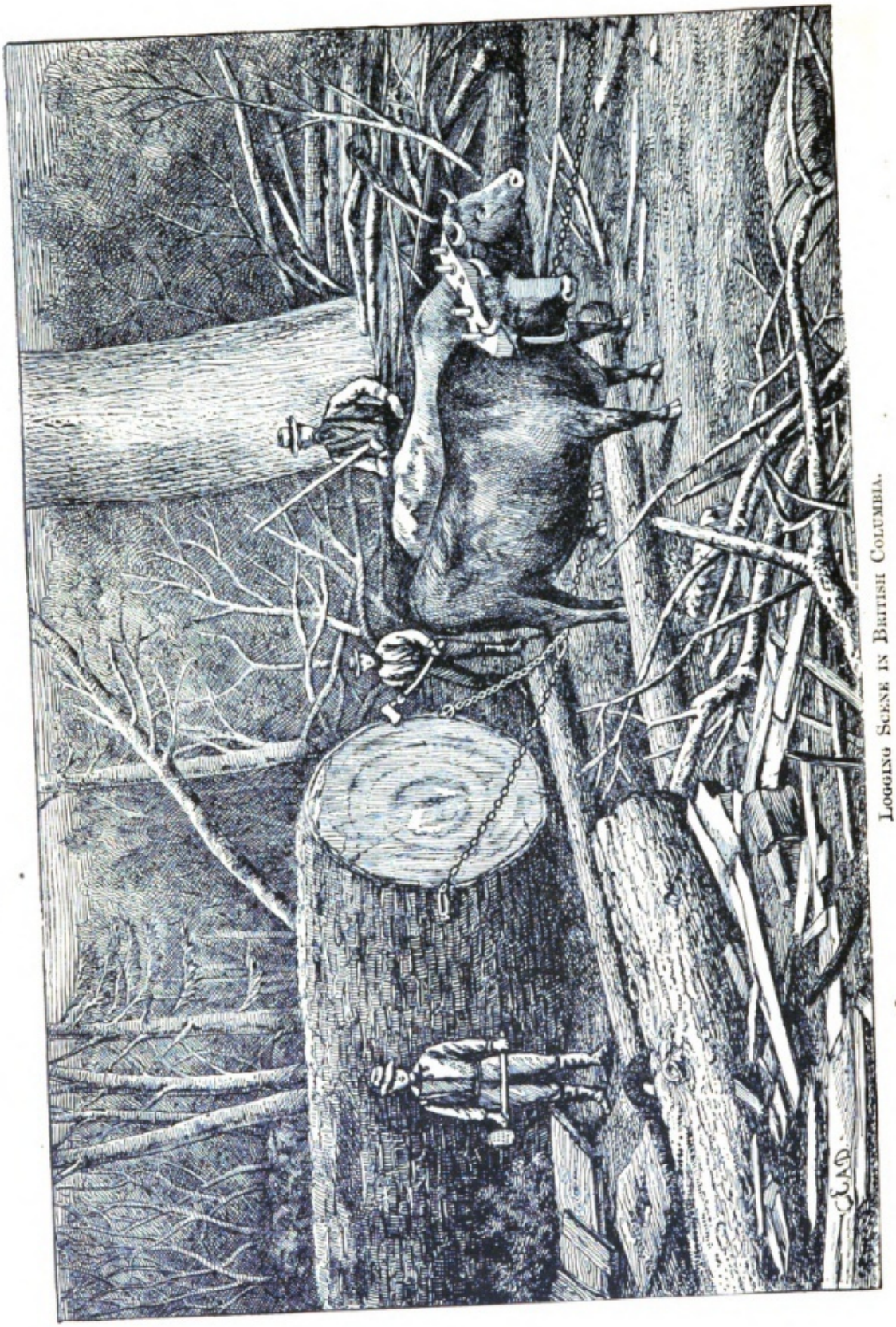

Logging Scene in British Columbia.

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hardly tapped, and there are plenty more logs, like one I saw cut the other day at Burrard Inlet, of forty inches square and ninety and one hundred feet in length, down to sticks which could be used as props for mines or as cordwood for fuel. The business which has assumed such large proportions along the Pacific shore—the canning of salmon—great as it is, is as yet almost in its infancy, for there is many a river swarming with fish from the time of the first run of salmon in spring to the last run of other varieties in the autumn, on which many a cannery is sure to be established."

FISHERIES.

The fisheries are probably the richest in the world. Whales and seals abound in the northern seas. Sturgeon are plentiful in the rivers and estuaries of British Columbia. They are found weighing over 500 lbs., and are caught with little difficulty.

Salmon are excellent, and most abundant. Those of Fraser River are justly famous. There are five species, and they make their way up the river for 1,000 miles. The silver salmon begin to arrive in March or early in April, and last till the end of June. The average weight is from four to twenty-five lbs., but they have been caught weighing over seventy. The second kind are caught from June to August, and are considered the finest. Their average weight is only five to six lbs. The third, coming in August, average seven lbs., and are an excellent fish. The noan, or humpback salmon, comes every second year, lasting from August till winter, weighing from six to fourteen lbs. The hookbill arrives in September and remains till winter, weighing from twelve to fifteen and even forty-five lbs. Salmon is sold at Victoria at five cents per lb., and there appears to be no limit to the catch.

The oulachans, a small fish like a sprat, appearing at the end of April, are a delicious fish, fresh, salted or smoked, and yield an oil of a fine and excellent quality. They enter the river in millions, and those caught at the north are said to be so full of oil that they will burn like a candle.

Several species of cod are found, and it is believed that there are extensive cod banks in the Gulf of Georgia.

Herring also abound during the winter months, and are largely used, both fresh and smoked, and are of good quality.

Anchovies are only second to the oulachans in abundance, and may be taken with great ease during the autumn.

Haddock is caught in the winter months.

Dogfish can be taken with great facility in any of the bays and inlets, and the oi extracted from these is of great value.

Excellent trout are found in most of the lakes and streams, weighing from three to eight lbs.

Oysters are found in all parts of the Province. They are small but of fine quality.

AGRICULTURE AND FRUIT GROWING.

The Province of British Columbia cannot be called an agricultural country throughout its whole extent. But yet it possesses very great agricultural resources, especially in view of its mineral and other sources of wealth, as well as its position. It possesses tracts of arable land of very great extent. A portion of these, however, requires artificial irrigation. This is easily obtained and not expensive, and lands so irrigated are of very great fertility. Land 1,700 feet above the level of the sea, thus irrigated, yielded last year as high as forty bushels of wheat per acre.

The tracts of land suitable for grazing purposes are of almost endless extent, and the climate very favourable, shelter being only required for sheep, and even this not in ordinary seasons. On the Cariboo road there is a plain 150 miles long, and 60 or 80 wide, and between the Thompson and Fraser Rivers there is an immense tract of arable and grazing land. The hills and plains are covered with bunch grass, on which the cattle and horses live all winter, and its nutritive qualities are said to exceed the celebrated blue grass and clover of Virginia.

At the north-east corner of British Columbia there is a district of prairie land, which is thus spoken of by Dr. Dawson in his evidence before the Parliamentary Committee: "I have spoken of the whole district, because that part in British Columbia—between 5,000 and 6,000 square miles of agricultural land—is similar. I speak only of that part of the Peace River country south of the 59th parallel. I do not refer to that to the north,

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because I have never been there myself, and could only speak of it from report. To give some idea of the value of the region as an agricultural country, taking the area I have given, and supposing as a measure of its capacity—merely, of course, as an empirical supposition for the purpose of estimating its value—that the whole were sown in wheat, at twenty bushels to the acre, it would produce over 470,000,000 bushels of wheat annually. I believe that the whole of this area will eventually be cultivated. I am not quite sure that over every part of it wheat will ripen and be a sure crop, but as far as we can judge of the climate, it is as good as or better than that of Edmonton, on the Saskatchewan River; and where wheat has been tried in the Peace River district, as a matter of fact it succeeds as well as other crops, such as oats and barley. We have, therefore, every reason to believe that over the greater part of this area wheat will be a satisfactory and sure crop. If only the estimated prairie area be taken as immediately susceptible of cultivation, its yield, at the rate above estimated, would be 38,400,000 bushels."

Dr. Dawson stated that summer frosts, which sometimes occur in this region, were not sufficiently intense to prevent the ripening of wheat and other grains. This, he said, was a fact within his own knowledge. He was asked whether the season in which he was there was not more favourable than usual; on the contrary, he said, it was an unusually severe season, but yet the frost did not affect the wheat crop. He added: "I collected excellent specimens of wheat from the Hudson Bay post. In fact, the crops this year were later than usual, on account of a period of wet weather just before harvest, which delayed the ripening of the grain."

His Excellency the Marquis of Lorne, in a speech at Victoria, made the following remarks:

"Throughout the interior it will probably pay well in the future to have flocks of sheep. The demand for wool and woollen goods will always be very large among the people now crowding in such numbers to those regions which our official world as yet calls the North-West, but which is the North-East and east to you. There is no reason why British Columbia should not be for this portion of our territory what California is to the States in the supply afforded of fruits. The perfection attained by small fruits is unrivalled, and it is only with the Peninsula of Ontario that you would have to compete for the supplies of grapes, peaches, pears, apples, cherries, plums, apricots and currants." His Excellency further said: "For men possessing from £200 to £600, I can conceive no more attractive occupation than the care of cattle or a cereal farm within your borders. Wherever there is open land the wheat crops rival the best grown elsewhere, while there is nowhere any dearth of ample provision of fuel and lumber for the winter. As you get your colonization roads pushed and the dykes along the Fraser River built, you will have a larger available acreage, for there are quiet straths and valleys hidden away among the rich forests which would provide comfortable farms. As in the North-West last year, so this year I have taken down the evidence of settlers, and this has been wonderfully favourable. To say the truth, I was rather hunting for grumblers, and found only one. He was a young man of supersensitiveness from one of our comfortable Ontario cities."

MANUFACTURES AND EXPORTS.

The manufactories of British Columbia have been hitherto comparatively few in number; but water power is everywhere abundant. Those manufactures which are at present being carried on are in a prosperous state. The exports from the Province are already considerable, and will undoubtedly in the near future be largely developed. Besides the large number of vessels that visit the ports of British Columbia, there are steamers plying between Victoria and New Westminster, and on the Fraser River as far as Yale; and there are also others.

POPULATION.

The total population of British Columbia was 49,459 by the census of 1881. But since that date there has been a large influx of Chinese, and also of whites, in connection with the works of the Canadian Pacific Railway. There is a large disproportion between the men and the women in the Province, the men being greatly in excess. The disproportion will, however, probably be remedied by the progress of immigration.

The Indians of British Columbia are remarkable for their peaceable disposition. On this point His Excellency the Marquis of Lorne made the following appropriate remarks at Victoria:

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"I believe I have seen the Indians of almost every tribe throughout the Dominion, and nowhere can you find any who are so trustworthy in regard to conduct, so willing to assist the white settlers by their labour, so independent and anxious to learn the secret of the white man's power. While elsewhere are met constant demands for assistance, your Indians have never asked for any, for in the interviews given to the chiefs, their whole desire seemed to be for schools and schoolmasters; and in reply to questions as to whether they would assist themselves in securing such institutions, they invariably replied that they would be glad to pay for them. It is certainly much to be desired that some of the funds apportioned for Indian purposes be given to provide them fully with schools, in which industrial education may form an important item. But we must not do injustice to the wilder tribes. Their case is totally different from that of your Indians. The buffalo was everything to the nomad. It gave him house, fuel, clothes, and bread. The disappearance of this animal left him starving. Here, on the contrary, the advent of the white men has never diminished the food supply of the native. He has game in abundance, for the deer are as numerous now as they ever have been. He has more fish than he knows what to do with, and the lessons in farming that you have taught him have given him a source of food supply of which he was previously ignorant."

His Excellency further pointed out that population would come to British Columbia so soon as the Pacific Railway is pushed through. Its isolated position, and the expense and difficulty of reaching it, have hitherto stood in the way of immigration. His Excellency eloquently said:

"There is no reason ultimately to doubt that the population attracted to you, as soon as you have a line through the mountains, will be the population which we most desire to have—a people like that of the old Imperial Islands, drawn from the strongest races of Northern Europe—one that with English, American, Irish, German, French and Scandinavian blood, shall be a worthy son of the old Mother of Nations."

LAND REGULATIONS.

The public lands of British Columbia are vested in the Provincial Government with the exception of the 20 mile Railway Belt (so-called, that is, a belt on each side of the railway), which was made over to the Dominion Government as a set-off for railway works within the Province. The Provincial lands are under the management of the Chief Commissioner of Lands and Works, Victoria, who has official assistants in the districts.

Any head of a family, widow, or single man over 18 years of age, a British subjcet, or an alien declaring his intention to become such, may record any surveyed or unsurveyed Crown Lands not already occupied or recorded, as either a "homestead" or "pre-emption." The quantity of such land not to exceed 320 acres north and east of the Cascade or coast range of mountains, or 160 in any other part of the Province.

The price to be one dollar per acre, payable in four annual instalments, the first instalment to be paid one year from the date of record.

Application to be made in writing to the Land Commissioner in duplicate, with description and plan of the land, and delaration under oath that the land is properly subject to settlement, and the applicant qualified to record it. A recording fee of two dollars (8s. 3d. stg.) is to be paid. Land recorded or pre-empted cannot be transferred or conveyed until after a Crown grant or patent has been issued.

The land must be staked off and posts put at each corner, not less than four inches square, and five feet above ground, with the applicant's name on each post, and its position as N.E., S.W., etc.

The settler must enter into actual occupation of his location within thirty days after recording, and continuously reside on it, either himself, his family, or his agents. Neither Indians nor Chinese can act as agents.

Absence from the land for more than two months consecutively, or for four months in the year, renders it subject to cancellation.

After the payments for the land have been made, and the land surveyed, a patent will be granted, upon proof, by declaration in writing of himself and two other persons. of occupation for two years from date of pre-emption, and having made permanent improvements on the land to the value of $2.50 per acre. But any alien must become a naturalized subject before he can receive such patent.

The patent excludes gold and silver ore and coal.

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The heirs or devisees of the household settler are, if resident in the Province, entitled to the Crown grant on his decease. If they are absent from the Province at the time of his death, the Chief Commissioner may dispose of the pre-emption, and make such provision for the person entitled thereto as he may deem just.

No person may hold more than one pre-emption claim at a time. Prior record or pre-emption of one claim, and all rights under it, are forfeited by subsequent record or pre-emption of another claim.

By the Homestead Law of British Columbia, real and personal property, duly registered, is protected, to the value of $2,500 (£513 13s. 11d. stg.), from seizure and sale.

Unsurveyed or unreserved Crown lands may be purchased in tracts of not less than 160 acres for $1 (4s. 1½d. stg.) per acre, payable at time of purchase, by giving two months' notice in the *British Columbia Gazette*, and any local newspaper, stating name of applicant, boundaries of land, etc.; and such notice must also be posted in some conspicuous place on the land itself, and at the Government office of the district in which the land is located. The land must also be staked off as in case of pre-emption, and surveyed at the expense of the applicant.

Surveyed lands, not town sites nor Indian settlements, may, after they have been offered for sale at public auction, be purchased at $1 (4s. 1½d. stg.) per acre, to be paid for at time of purchase.

Partners, not exceeding four, may pre-empt, *as a firm*, 160 acres, west of the Cascades, to each partner, or 320 acres, east of the Cascades, to each.

Each partner must represent his interest in the firm by actual residence on the land, of himself or agent. But each partner, or his agent, need not reside on his particular pre-emption. The partners, or their agents, may reside together on one homestead, if the homestead be situated on any part of the partnership pre-emption.

For obtaining a certificate of improvements, it is sufficient to show that improvements have been made on some portion of the claim, amounting in the aggregate to $2.50 per acre on the whole land.

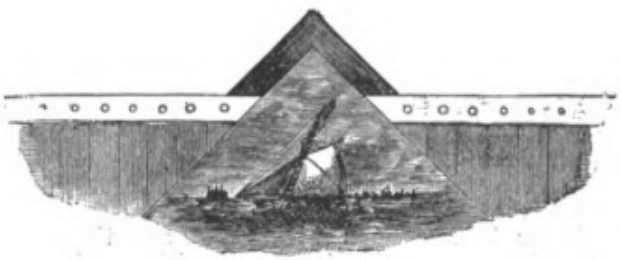
Military and naval settlers may acquire free grants of land under the Military and Naval Settlers Act, 1863.

The Lieutenant-Governor in Council may make special grants of free, or partially free lands, under such restrictions as he may deem advisable, for the encouragement of immigration or other public purposes.

He may also sell, or make free grants of any vacant lands for the purpose of dyking, draining, or irrigating them, subject to such regulations as may be deemed fit.

Landholders may divert, for agricultural or other purposes, the required quantity of unrecorded and unappropriated water from the natural channel of any stream or lake adjacent to or passing through their land, upon obtaining the written authority of the Commissioner.

An Oregon newspaper lately said: "Emigrants coming here are extremely wary in looking after the titles of the property they desire to purchase." In British Columbia there is no necessity for this. Titles are secure, and there is no difficulty with regard to them.



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CHAPTER VIII.

THE NORTH-WEST TERRITORIES.

GENERAL FEATURES.

Outside of the Province of Manitoba extends the North-West Territory of Canada. It is bounded on the south by the 49th parallel, which divides it from the United States. It follows this line west to the base of the Rocky Mountains, which it touches at very nearly the 115th degree of west longitude, and takes a north-west trend along the base of the Rocky Mountains until it comes in contact with the Territory of Alaska, and proceeds thence due north to the Arctic Ocean.

This vast territory contains great lakes and great rivers. The Mackenzie is one of the largest rivers in the world, and empties into the Arctic Ocean. Its estimated length is 2,500 miles, including the Slave River, which is a part of its system. This river is generally navigable, except at the base of the Rocky Mountains, where it is interrupted by cascades. The country through which it runs is rich in mineral deposits, including coal. The Peace, another great river of the North-West, has an estimated course of 1,100 miles, draining a country containing vast agricultural and mineral resources.

Another great river which takes its rise in the Rocky Mountains is the Saskatchewan, which empties into Lake Winnipeg, having a total length of about 1,500 miles. This river is navigable from the lake to Fort Edmonton, and it drains an immense agricultural region. There are numerous other rivers in this territory, such as the Nelson, the Churchill, the Winnipeg and the Assiniboine.

The lakes are the Great Bear Lake, the Great Slave Lake, the Athabasca, Lake Winnipeg, and others. The Great Bear Lake contains an area of 14,000 square miles. The Great Slave Lake has a length from east to west of 300 miles, its greatest breadth being 50 miles. The Athabasca Lake has a length of 230 miles, averaging 14 miles in width, having, however, a very much greater width in some places. Lake Winnipeg has a length of 280 miles, with a breadth of 55 miles, but its shape is very irregular. There are numerous other lakes of large size in the North-West.

The Nelson River drains the waters of Lake Winnipeg into Hudson Bay; and the extent of its discharge may be imagined from the fact that this Lake receives the waters of the Red River of the North, as well as of the River Winnipeg, the Saskatchewan and others.

The mouth of the Nelson River is nearer to Liverpool than is New York, and the navigation, it is believed, is continuously open for over four months in the year. Efforts are, therefore, already being made to render available this near communication from the very centre of the continent with the port of Liverpool.

The Churchill River, which takes its rise near the base of the Rocky Mountains, and flows into Hudson Bay, is likely to become, in the near future, of great importance, as opening up the immense wheat and cattle raising areas of the Peace River region, connecting them with Hudson Bay navigation. At the mouth of the Churchill River is found one of the best harbours in the world; and this may give it an advantage over the Nelson, there being a sand-bar at the mouth of the latter. The Canadian Government is now engaged in obtaining more definite information with respect to Hudson Bay navigation.

Generally speaking, a line drawn from the south-east corner of the Lake of the Woods, and running north-west to the height of land, divides this territory into two nearly equal portions, and for the most part follows the course of the isothermal lines. A diagonal line thus drawn also roughly separates two geological formations, the southern half being

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"Bell Farm," Indian Head Station, Canadian Pacific Railway, 741 miles west of Port Arthur. Engraved from a Photograph.

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generally available for agricultural purposes. The portion north of this line comprises the wooded portion of the North-West. It is rich in mineral and other resources, and undoubtedly, as the country comes to be more thickly settled, will be cultivated in parts.

A remarkable feature of this great extent of territory is its division, along lines running generally north-west and south-east, into three distinct prairie steppes, or plateaux, as they are generally called. The first of these is known as the Red River Valley and Lake Winnipeg Plateau. The width at the boundary line is about 52 miles, and the average height about 800 feet above the sea; at the boundary line it is about 1,000 feet. This first plateau lies entirely within the Province of Manitoba, and is estimated to contain about 7,000 square miles of the best wheat-growing land on the continent or in the world.

The second plateau or steppe has an average altitude of 1,600 feet, having a width of about 250 miles on the National boundary line, and an area of about 105,000 square miles. The rich, undulating, park-like country lies in this region. This section is specially favourable for settlement, and includes the Assiniboine and Qu'Appelle Districts. The Bell Farm is situated in the Qu'Appelle District.

The third plateau or steppe begins on the boundary line at the 104th meridian, where it has an elevation of about 2,000 feet, and extends west for 465 miles to the foot of the Rocky Mountains, where it has an altitude of about 4,200 feet, making an average height above the sea of about 3,000 feet. Generally speaking, the first two steppes are those which are most favourable for agriculture, and the third for grazing. Settlement is proceeding in the first two at a very rapid rate; and in the third plateau it is beginning, while numerous and prosperous cattle ranches have been established.

PROVISIONAL DISTRICTS.

The Dominion Government, by Order-in-Council, has formed out of this territory, for postal purposes and for the convenience of settiers, four provisional districts, named respectively *Assiniboia*, *Saskatchewan*, *Alberta* and *Athabasca*.

DISTRICT OF ASSINIBOIA.

This district comprises an area of about 95,000 square miles. It is bounded on the south by the International boundary line, on the east by the western boundary of Manitoba, on the north by the 9th Correction line of the Dominion Lands System of Survey into Townships, which is near the 52nd parallel of latitude. On the west it is bounded by the line dividing the 10th and 11th Ranges of Townships west of the 4th initial meridian of the Dominion Lands Survey.

The Valley of the Qu'Appelle is in the District of Assiniboia, being on the second plateau or steppe of the continent, reaching from Red River to the Rocky Mountains. This valley is a favoured part of the North-West, and settlement in it is proceeding with surprising rapidity. The Dominion Government has an immigrant station at Troy, and this district has been selected for the large farming experiment known as the "Bell Farm." This scheme has features which have interest beyond a simple private enterprise on a very large scale. The experiment embraces a scheme of a wheat farm of a hundred square miles, or 64,000 acres, but so divided as to make it also a colonizing scheme, the intention being to sell the whole out to the workers after a few years' operations. A section of one square mile of 640 acres is divided into three equal portions of about 213 acres, and the cultivation of this third of a section is placed in the hands of one man. Comfortable houses and stables are built at the corners of these third sections in such way that four houses and four stables come together, making, as it were, a little village on the road allowance. A man and his team are able to cultivate two-thirds of this apportionment, leaving one-third fallow every year, thus leaving the whole fallow once in three years, as well for recuperation as to destroy weeds, some kinds of which are apt, with the best cultivation, to make their appearance in wheat. The harvesting is done by the self-binder, and the threshing by the powerful steam machinery of the farm. The work is thoroughly systematized; and the whole of the buildings were about to be connected by telephone shortly after the writer of these lines left this farm a few months ago. The average crop of wheat in 1873 was 21 bushels to the acre, much of this grown on the first turning of the sod. The yield in 1884 was very bountiful, and much over that of the previous year. In order to save teaming very large weights of wheat, it is put in large wooden

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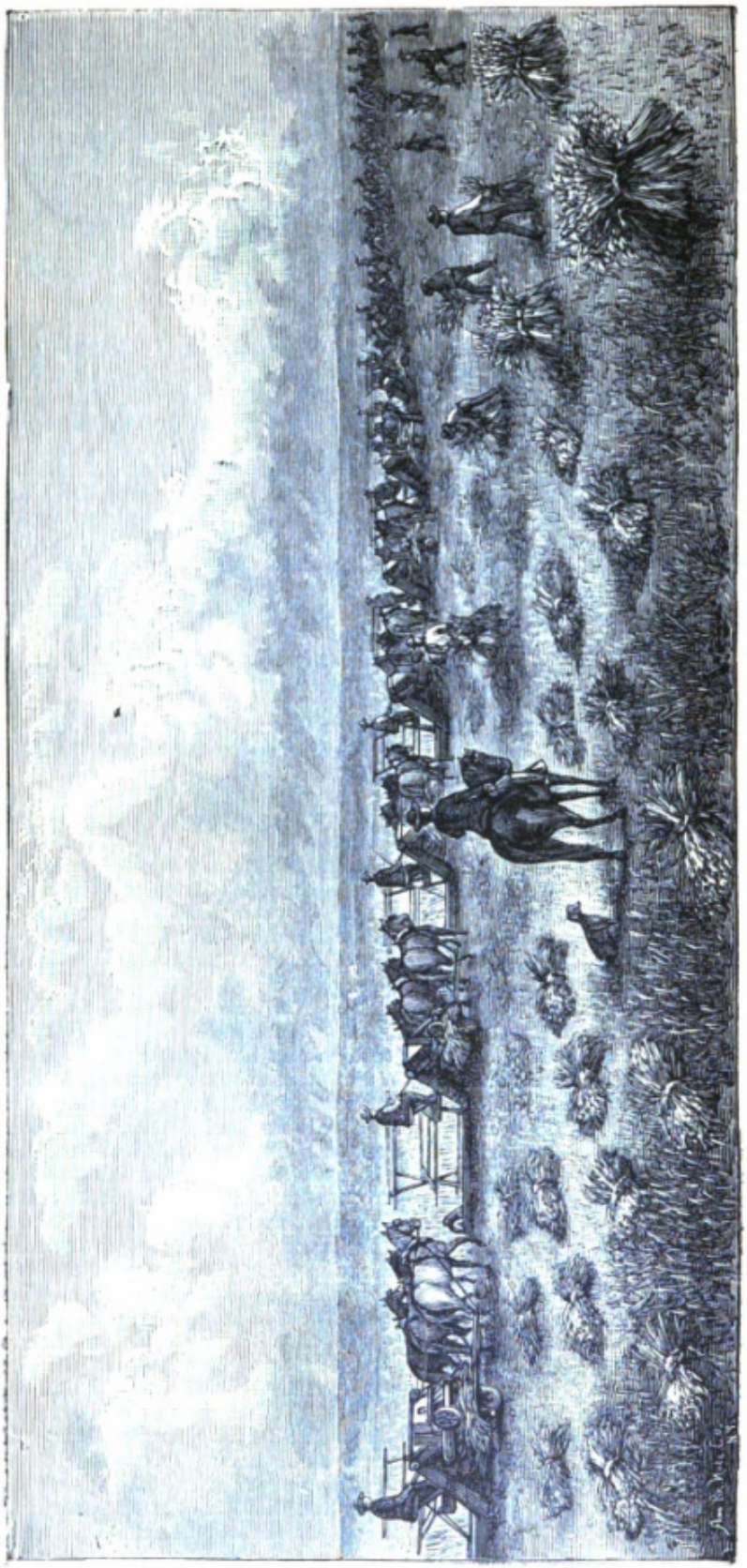

TWENTY-THREE REAPERS AT WORK ON THE "BELL FARM."

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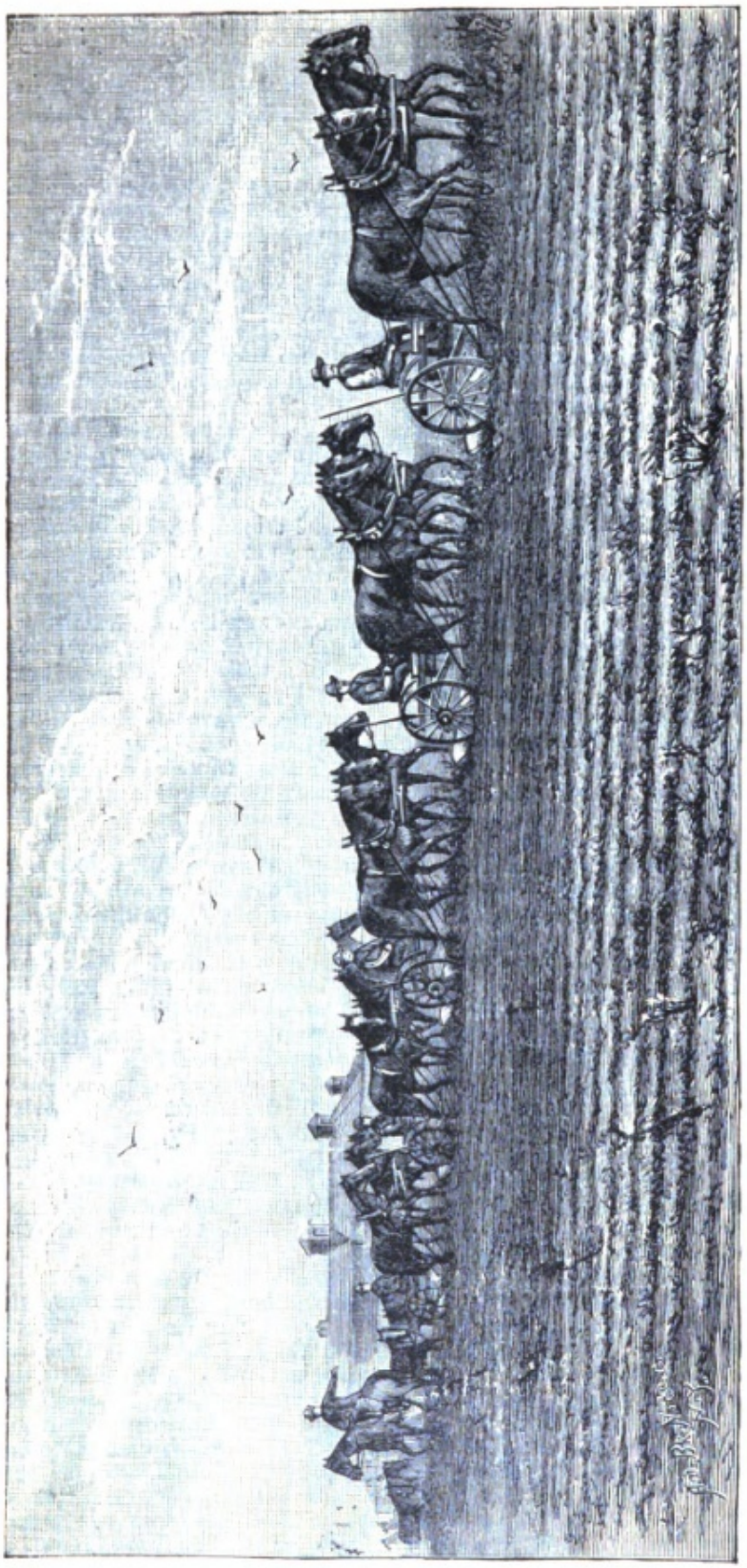

Sulky Ploughs on the "Bell Farm."

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tanks or receivers spread over the farm, as it comes from the powerful steam threshers which are used. The wheat produced is of the very highest quality, and often weighs 65 lbs. to the bushel. Comparatively high wages (£84 stg. a year) are paid to the men employed, and each has a house and one acre of ground, rent free. These uniform arrangements, and division of men and horses at equal points over the immense area of the farm, with just as much placed under one man's charge as he can comfortably manage, so simplifies the control of the whole as to place it under easy command from the centre of operations. The point of greatest attention of all is bestowed upon the care and feeding of the horses, as the source of motive power for the farming operations. The horses are, however, worked to their capacity. It seems to follow naturally that the men who work these good sized farms of 213 acres, and who are highly paid, and made as comfortable as possible, would embrace the opportunity that is to be offered them of becoming possessors of them; the whole scheme thus melting into one of uniform colonization of a hundred square miles. Major Bell is the able projector and manager; and the scheme so far is reported to be largely pecuniarily successful.

The Benbecula colony, settled by the crofters from the estate of Lady Gordon-Cathcart, is in this district, about ten miles south of the Wapella railway station, and the results which it has exhibited are worthy of notice. An advance of £100 stg. was made to each crofter, to enable him and his family to emigrate and also to settle on land, security being taken on the land itself for repayment of the advance, with interest at 6 per cent. This security being on a farm of 160 acres, is of course more than ample. The colony has been decidedly successful. Professor Tanner visited it in 1883, and again in 1884. Speaking of these colonists, when he saw them, shortly after their arrival, he said: "They soon (after their arrival in May) commenced ploughing the turf of the prairie, simply covering in their potatoes with the fresh-turned turf. They also sowed their wheat and oats upon the newly-turned sod. Very rough style of farming many will be disposed to say; still it must be remembered that they had no choice, but the results caused them no regret. Within eight weeks from the time of planting the potatoes they were digging their new crop, and before two weeks had passed I had some of those potatoes for dinner, and I do not hesitate to say that for size, flavour and maturity, they were excellent. The roughly sown wheat and oats were then progressing rapidly, and a good harvest awaited their ingathering. During the summer they had raised a better class of house, they had secured a supply of food and seed for another year, and their settlement was practically completed. A total area of about 3,200 acres had thus been secured, the quality of the land was good, the surface was gently undulating over the entire area, and it was as nicely wooded as many a park in the Old Country. The change in their position had been so quickly accomplished, that I can readily imagine that they must at times have wondered whether it was a dream or a reality. Was it really true that they were no longer small tenants and labourers struggling against pecuniary difficulties which well nigh tempted them to rebel, and that they had so suddenly become the owners of happy homes and nice farms, without the shadow of a care or a fear as to their future support? It was true, and the deep gratitude manifested by those settlers towards Lady Gordon-Cathcart no words of mine can adequately describe, It was obviously unnecessary to inquire whether they were happy in their new homes; but I did ask one of the party whether he had sent home to his friends a full account of the place. 'Why, sir,' he replied, 'if I only told them half, they would never believe me again.'"

Professor Tanner's report of his second visit in 1884 was in every way confirmatory of his first. These results show that capital may be safely as well as beneficently advanced, with suitable management, to persons who are able to shift and work for themselves on farms in the Canadian North-West.

Another and somewhat similar attempt at colonizing was made in course of the year 1884 in this district, from, however, quite a different source, namely, the East End of London, by a society of which Mr. Burdett Coutts, Sir Francis de Winton, Sir John W. Ellis, the late Lord Mayor of London, Mr. Rankin, M.P., and thers were the principal movers. This society made advances to a party of East End Londoners with their families, who were brought out under guidance, placed on homesteads, and generally instructed, as fully as possible, how to proceed; one hundred pounds to each family being advanced, in the same way as to the Benbecula colonists, and with the same security. There appeared to be more elements of risk in settling a colony of East End Londoners on farms than one of Scotch crofters. This colony, however, has, so far, succeeded beyond expectation. It has been officially visited by the Rev. Mr. Huleatt, of Bethnal Green, one of the promoters. He made an inspection of every family and homestead, and declares himself to have been

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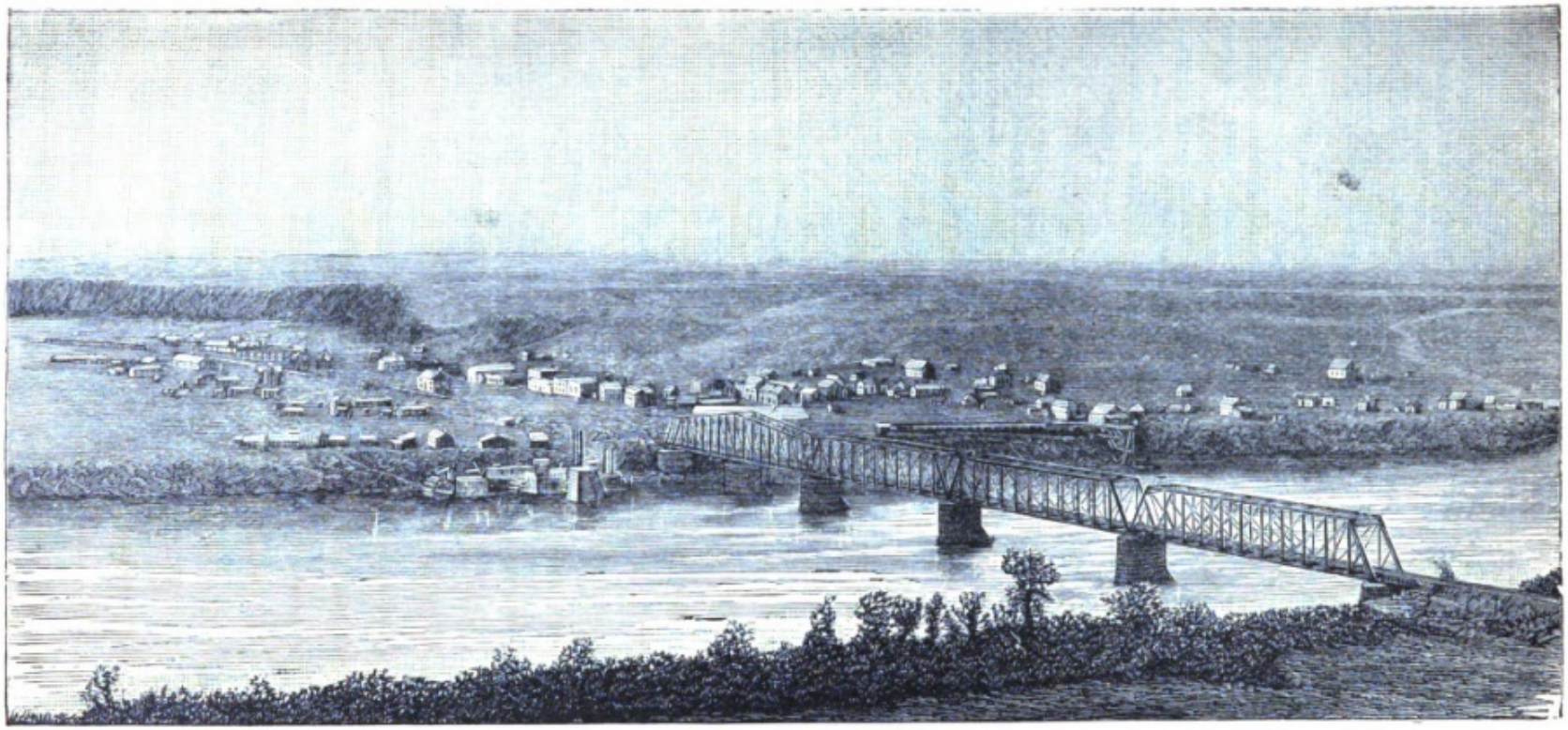

MEDICINE HAT, AN EIGHT MONTHS' OLD TOWN, CROSSING SOUTH SASKATCHEWAN RIVER, 660 MILES WEST OF WINNIPEG.

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on the whole both satisfied and gratified. The colonists were comfortable, have done the necessary preliminary work, and prepared for the winter, with the exception of one man, who not liking this kind of life, went back to London. Professor Tanner also visited the colony during the autumn, and fully confirmed the report of Mr. Huleatt. The fact is thus demonstrated that the conditions of prairie farming are so simple that labourers and artisans from towns, who desire to change their mode of life, may adapt themselves to them.

There are considerable numbers of English gentlemen settled in this district, in the neighbourhood of Moose Mountain, who express themselves very well pleased with the country and its capabilities, but who yet want railway communication to satisfy their needs. This will probably be afforded during the coming year by the Manitoba and South-Western extension.

Many towns and villages have sprung up within a year with surprising rapidity, on the line of the Canadian Pacific Railway, in the district of Assiniboia. Among these may be mentioned Broadview, Indian Head, Qu'Appelle, Regina (the capital), Moose Jaw, Swift Current and Medicine Hat.

DISTRICT OF SASKATCHEWAN.

This district comprises about 114,000 square miles, bounded on the south by the District of Assiniboia and the northern boundary of the Province of Manitoba; Lake Winnipeg, with a part of Nelson River, forms its eastern boundary; on the north it is bounded by the 18th Correction line of the Dominion Lands System of Survey, and on the west by the line of that system dividing the 10th and 11th Ranges of Townships west of the fourth initial meridian.

This district, owing to the line of the Canadian Pacific Railway being taken south through the Districts of Assiniboia and Alberta, has of course not so rapidly settled as these. It yet, however, contains the flourishing settlements of Prince Albert, Battleford and others. It is a district of immense resources, the two branches of the great River Saskatchewan passing through a large part of its territory. It has several projected railway lines, which, it is expected, will be immediately proceeded with.

DISTRICT OF ALBERTA.

This district comprises an area of about 100,000 square miles, bounded on the south by the International boundary; on the east by the District of Assiniboia; on the west by the Province of British Columbia at the base of the Rocky Mountains; and on the north by the 18th Correction line before mentioned, which is near the 55th parallel of latitude.

Nature has been lavish in its gifts to the District of Alberta. A great portion of this district being immediately under the Rocky Mountains, has scenery of magnificent beauty, and the numerous cold rivers and streams which flow into it from the mountains have waters as clear and blue as the sky above them, and abound with magnificent trout. The writer saw one afternoon, in October last, one of the railway navvies, with rude fishing appliances of rod and line, go to the Bow River, and in a very short time return loaded with fine large trout.

The great natural beauties of this district seem to point out these foot-hills or spurs of the Rocky Mountains as the future resort of the tourist and health seeker, when the eastern plains will have their population of millions.

This district may also be said to be pre-eminently the dairy region of America. Its cold clear streams and rich and luxuriant grasses make it a very paradise for cattle. This is at present the ranch country. Numerous ranches have been started, and the number of neat cattle on these was, during the summer of 1884, 50,000. Experience has already proved that with good management the cattle thrive well in the winter, the percentage of loss being much less than that estimated for when these ranches were undertaken. We have in these facts the commencement of great industries, and these ranches will very soon commence to send their cattle by thousands to the eastern markets, including those of the United Kingdom. These ranches also contain large numbers of sheep and horses.

Questions have been raised in the past as to the suitability of the District of Alberta for ordinary farming operations, an opinion prevailing that it should be given up to ranches. This question, however, of its suitability for mixed farming, especially that in which dairying has a large share, is no longer doubtful, proof having been furnished by

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actual results. The writer of these pages saw in the fall of 1883, an exceptionally unfavourable year, crops of grains including wheat, and roots and vegetables, in the vicinity of Calgary. The crops were large and perfectly ripened, leaving nothing in this respect to be desired. Such being the fact, it will assuredly follow that settlement having for its industries mixed arable and stock farming will rapidly take place.

It may further be remarked in this place that the country along the line of the Canadian Pacific Railway, from Moose Jaw to Calgary, had been commonly said to be a desert, incapable of growing crops. It is true that at certain seasons the aspect of these plains is not very inviting. But it has also been demonstrated to be true, that the theory advanced by Prof. Macoun, the botanist of the exploratory surveys of the Canadian Pacific Railway, has proved to be quite correct. These plains in their natural state, as the summer advances, have a baked and in some places cracked appearance; but when the surface of this crust is broken in the spring, it absorbs the rain-fall, and has sufficient moisture for vegetation, in place of shedding it, and offering the conditions of rapid evaporation, and these combined causes producing apparent aridity.

The Canadian Pacific Railway Company during the season of 1884 caused a series of experimental farms to be tried without any special selection of site, the places being chosen for convenience near the railway stations, which are placed at certain fixed distances from each other. The result of these experiments in every case, without exception, was luxuriant crops of wheat and other grains, and vegetables of every kind put down. Mr. Mackenzie, late Premier of Canada, who was one of those who were sceptical as to the capability of those plains for cultivation, visited these farms during the summer, and expressed himself astonished at the favourable results he saw. He found oats to be so luxuriant that he might hide himself among them walking upright. The uniform success of these experimental farms at so many different points settled the question as to the adaptability for cultivation of the formerly so-called "arid plains" of the third steppe of the Continent of America, in the North-West Territory of Canada.

And with respect to those portions of these North-West plains of Canada in which alkali is found, Prof. Macoun declares that these will become the most valuable of the wheat lands as settlement progresses, the alkali being converted into a valuable fertilizer by the admixture of barn yard manure. The professor further contends that these alkaline plains will become the great wheat fields of the American Continent long after the now fertile prairies and fields to the east shall have become exhausted.

It is not, however, only in agricultural resources that the District of Alberta is rich. There are in it the greatest extent of coal fields known in the world. The Rocky Mountains and their foot-hills contain a world of minerals yet to explore, comprising iron, gold, silver, galena and copper. Large petroleum deposits are known to exist. Immense supplies of timber may also be mentioned among the riches of Alberta, and these are found in such positions as to be easily workable in the valleys along the numerous streams flowing through the foot-hills of the Rocky Mountains into the great Saskatchewan. It is needless to say that resources such as these in North America, now that they are pierced by the Canadian Transcontinental Railway, will not remain long without development.

According to the competent testimony of Dr. Dawson, the quantity of coal already proved to exist is very great. Approximate estimates underlying a square mile of country in several localities have been made with the following results:

Main Seam, in vicinity of Coal Banks, Belly River. Coal underlying one square mile, 5,500,000 tons.

Grassy Island, Bow River (continuation of Belly River Main Seam). Coal underlying one square mile, over 5,000,000 tons.

Horseshoe Bend, Bow River. Coal underlying one square mile, 4,900,000 tons.

Blackfoot Crossing. Workable coal seam as exposed on Bow River. Underlying one square mile, 9,000,000 tons.

There is thus under one square mile of territory a sufficiency of coal for a large population in the North-West to last at least for one generation; and whether the coal fields are continuous or not, there are many thousands of square miles of them.

The coal-bearing rocks developed so extensively on the Bow and Belly Rivers and their tributaries are known to extend far to the north and west, though, up to the present time, it has been impossible to examine them at more than a few points. On the North Saskatchewan several seams of lignite-coal, resembling those of the Souris River region, outcrop at Edmonton. The most important is about six feet in thickness, and has been worked to some extent for local purposes. Thirty miles above Edmonton a much more

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A Rocky Mountain View in the District of Alberta. From an original drawing by E. Talbot.

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important coal seam occurs. This, as described by Dr. Selwyn (Report of 1873-74), has a thickness of eighteen to twenty feet. It is of excellent quality, and much resembles the "Coal Banks" coal from the Bow River.

Good anthracite coal has also been found near the Pacific Railway, at the point of its entrance in the Rocky Mountains.

The climate of Alberta has features peculiarly its own. It is in the winter liable to remarkable alternations. When the wind blows from the Pacific Ocean, and this is the prevailing wind, the weather becomes mild, and the snow rapidly disappears. When, however, the wind blows from the north over the plains, the weather becomes very cold, the thermometer sometimes going down to 30° below zero, this being the lowest point reached in 1883, on November 28th. In the summer there are liabilities to frosts. These do not, however, seem to injure vegetation. The summer of 1883 was reported especially unfavourable from this cause. There were yet the fine farm crops before alluded to as seen by the writer, in October, near Calgary.

Calgary is the chief town in Alberta. It is beautifully situated at the confluence of the Bow and the Elbow Rivers. It is very thriving, and already does a large business. It commands a beautiful view of the Rocky Mountains, and is undoubtedly destined in the near future to become a large city.

DISTRICT OF ATHABASCA.

This district comprises an area of about 122,000 square miles, bounded on the south by the District of Alberta; on the east by the line between the 10th and 11th Ranges of the Dominion Lands Townships before mentioned, until, in proceeding northwards, that line intersects the Athabasca River; then by that river and the Athabasca Lake and Slave River to the intersection of this with the northern boundary of the district which is to be the 32nd Correction line of the Dominion Lands Township System, and is very near the 60th parallel of north latitude; and westward by the Province of British Columbia.

This district has also vast resources, but being yet, from its northern position, out of the range of immediate settlement, a more detailed description of it is deferred.

A View in the North-West.

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CHAPTER IX.

TESTIMONY OF SETTLERS, TRAVELLERS, DELEGATES AND EMINENT MEN.

The Earl of Dufferin.—When Lord Dufferin visited the North-West in 1877, travelling over large stretches and camping out for several weeks together, after observation of its resources and conversations with settlers, he declared in a speech of great eloquence at Winnipeg that when the Dominion of Canada came to these vast regions she was no longer "a mere settler along the banks of a single river, but the owner of half a continent, and in the magnitude of her possessions, in the wealth of her resources, in the sinews of her material might, the peer of any power on earth."

His Excellency the Marquis of Lorne.—His Excellency the Marquis of Lorne, late Governor-General of Canada, made an extensive tour in the North-West in 1881, crossing the plains in waggons until he came in sight of the Rocky Mountains, and spending his nights under canvas. He also made a speech at Winnipeg, in which he described with great eloquence the impressions he had received of the territory over which he had travelled. The following are extracts: "Beautiful as are the numberless lakes and illimitable forests of Keewatin—the land of the north wind to the east of you—yet it was pleasant to 'get behind the north wind' and to reach your open plains. The contrast is great between the utterly silent and shadowy solitudes of the pine and fir forests, and the sunlit and breezy ocean of meadowland, voiceful with the music of birds, which stretches onward from the neighbourhood of your city. In Keewatin the lumber industry and mining enterprise can alone be looked for, and here it is impossible to imagine any kind of work which shall not produce results equal to those attained in any of the great cities in the world. Unknown a few years ago, except for some differences which had arisen amongst its people, we see Winnipeg now with a population unanimously joining in happy concord, and rapidly lifting it to the front rank amongst the commercial centres of the continent. We may look in vain elsewhere for a situation so favourable and so commanding, many as are the fair regions of which we can boast.

"Nowhere can you find a situation whose natural advantages promise so great a future as that which seems ensured to Manitoba and to Winnipeg, the heart city of our Dominion. The measureless meadows which commence here stretch without interruption of their good soil westward to your boundary. The Province is a green sea over which the summer winds pass in waves of rich grasses and flowers, and on this vast extent it is only as yet here and there that a yellow patch shows some gigantic wheat field.

"Like a great net cast over the whole are the bands and clumps of poplar wood which are everywhere to be met with, and which, no doubt, when the prairie fires are more carefully guarded against, will, whenever they are wanted, still further adorn the landscape. The meshes of this wood netting are never further than twenty or thirty miles apart. Little hay swamps and sparkling lakelets teeming with wild fowl are always close at hand, and if the surface water in some of these has alkali, excellent water can always be had in others, and by the simple process of digging for it a short distance beneath the sod with a spade, the soil being so devoid of stones that it is not even necessary to use a pick. No wonder that under these circumstances we hear no croaking. . . . .

"There was not one person who had manfully faced the first difficulties—always far less than those to be encountered in the older Provinces—but said that he was getting on well and he was glad he had come, and he generally added that he believed his bit of the country must be the best, and that he only wished his friends could have the same good

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fortune, for his expectations were more than realized. It is well to remember that the men who will succeed here, as in every young community, are usually the able-bodied.

. . . . . .

"Favourable testimony as to the climate was everywhere given. The heavy night dews throughout the North-West keep the country green when everything is burned to the south, and the steady winter cold, although it sounds formidable when registered by the thermometer, is universally said to be far less trying than the cold to be encountered at the old English Puritan city of Boston, in Massachusetts. It is the moisture in the atmosphere which makes cold tell, and the Englishman who, with the thermometer at zero, would in his moist atmosphere be shivering, would here find one flannel shirt sufficient clothing while working. . . . . .

"With the fear of Ontario before my eyes, I would never venture to compare a winter here to those of our greatest Province, but I am bound to mention that when a friend of mine put the question to a party of sixteen Ontario men who had settled in the western portion of Manitoba as to the comparative merits of the cold season of the two provinces, fourteen of them voted for the Manitoba climate, and only two elderly men said that they preferred that of Toronto. . . . . .

"You have a country whose value it would be insanity to question, and which, to judge from the emigration taking place from the older provinces, will be indissolubly linked with them. It must support a vast population. If we may calculate from the progress we have already made in comparison with our neighbors, we shall have no reason to fear comparison with them on the new areas now open to us. Exclusive of Newfoundland, we have now four million four hundred thousand people, and these, with the exception of the comparatively small numbers as yet in this Province, are restricted to the old area. Yet for the last ten years our increase has been over 18 per cent., whereas during the same period all the New England States taken together have shown an increase only of 15 per cent. In the last thirty years in Ohio the increase has been 61 per cent.; Ontario has had during that space of time 101 per cent. of increase, while Quebec has increased 52 per cent. Manitoba in ten years has increased 289 per cent., a greater rate than any hitherto attained, and, to judge from this year's experience, is likely to increase to an even more wonderful degree during the following decade."

Rev. James MacGregor, D.D.—One of the party who accompanied His Excellency the Marquis of Lorne on his journey in 1881, was the Rev. Dr. James MacGregor, who has since written a descriptive article in the *Contemporary Review*. In that article he says:

"As day after day, and week after week, we drove across those fertile regions, it was a daily wonder to us all how they had been so long kept hidden from the hungry millions of Europe. From Winnipeg to the Rocky Mountains we did not come across a thousand acres that were not fit either for grazing or for agriculture. Of the marvellous fertility of the first prairie steppe, the Red River region, there is no doubt whatever. The soil is a rich, black friable mould from two to four feet in depth, and has in some places yielded crops of wheat for fifty years without manure. The unbroken prairie has a sward of the richest green, thick and close in the pile as velvet. Here is the evidence of hard-headed, practical Scotch farmers who recently visited the country. Mr. Gordon, of Annandale, says that 'beneath that surface of dried grass and ashes, consequent upon the frequent fires, there lies hidden a treasure in fertility of soil which, when developed, will sustain millions of the human race.' 'Along the Red River,' says Mr. Snow, of Mid-Lothian, 'the soil is a very strong, black vegetable mould, and would carry paying crops of wheat for thirty years.' 'As a field for wheat raising,' says Mr. Biggar, of Kircudbright, 'I much prefer Manitoba to Dakota. The first cost of land is less; the soil is deeper and will stand more cropping; the sample of wheat is better, and the produce five to ten bushels per acre more, all of which is profit. On the whole, I was favourably impressed with Manitoba. No one who sees the immense extent of fertile soil and the excellence of its products can for a moment doubt that there is a great future before that country.' A writer in *Harper's New Monthly Magazine* for September, 1881, says: 'If one-half of the ground of that comparatively small portion which is drained by the Red River and its affluents were sown to wheat, the product at an average yield would be 500,000,000 bushels, or more than the entire amount raised in the United States in 1880.'"

Of the second prairie steppe, Dr. MacGregor says:

"This second plateau, which appears at one time to have been completely covered by forest, comprehends the splendid countries watered by the Souris River, the Assiniboine, the Little Saskatchewan, and the Qu'Appelle. No words can exaggerate the prettiness and the richness of the country along the line at which we crossed it. No words can

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convey the impression produced by travelling day after day, in the most delightful weather, through this magnificent land, and finding ever as we moved onward that the fertility remained wasted and hungering for the plough. From the time we entered that second steppe till we struck the North Saskatchewan, a journey occupying fifteen days, the general character of the country may be described as that of vast rolling plains from ten to thirty miles broad, stretching as far as the eye can see, and covered with rich succulent grasses, these plains lying between long and broad ridges of upland from five to ten miles across, running mainly north-west and south-east, and dotted with clumps of copse or bush. These copse clumps and glades, interspersed with pretty lakes, often look less like the work of nature than of the landscape gardener. . . . . It required an effort often to believe that this was 'No Man's Land.' Taking notes of the country hour by hour as we journeyed on, I find the words 'park-like,' 'copsy glades,' etc., occurring with almost wearisome reiteration. Here, for example, is what I note of the prairie near Humboldt, the largest and cleanest we have yet seen, stretching absolutely treeless north-west and south-east far beyond vision: 'It was a fine breezy day as we drove along those vast downs, rolling like a lumpy sea, the colour precisely that of the Cheviots in autumn. and covered with rich close-piled and flower-flushed grass. As we reached a higher rising ground than usual, and looked around upon the boundless plain, unbroken by rock, or tree, or shrub, as smooth-shaven as a well-kept lawn, the expression would force itself to the lips,—Wonderful!' "

Of the third prairie steppe, Dr. MacGregor says:

"At the point where we struck it, the escarpment which divides it from the second steppe was most sharply defined, being nothing less than the fine and bold ridge of the Eagle Hills. On ascending these hills we found that there was no descent on the other side, but that before us stretched a level prairie, whose difference in character as well as height from the prairie of the previous steppe was at once apparent. South and west stretched a great yellow circle, but with no wooded purple ridge, as formerly, on the horizon."

Speaking of the section of country where the cattle ranches are situated, on the third prairie steppe, Dr. MacGregor says:

"The whole of this region may be said to be more or less under the beneficent influence of the warm winter winds known as the 'Chinooks,' whose true physical explanation has not yet been accurately ascertained, but of whose extraordinary effects in tempering the cold of winter there can be no manner of doubt. It is owing to these winds that snow never lies to any depth, and as a consequence cattle and horses find food and shelter for themselves all the winter through. The result is that ranching or stock raising on a colossal scale has already begun."

Referring to the Cochrane ranch, Dr. MacGregor says the numbers of stock were to be 7,200 by the end of October, and 20,000 when complete. He then goes on to say:

"In spite of the necessarily defective arrangements of a first winter, the result speaks volumes as to the admirable capacity of the country for stock raising, and this, be it remembered, at an altitude of some 4,000 feet above the level of the sea. In a letter which I received from Lord Lorne, dated Ottawa, 5th April, 1882, he says: 'Cochrane is going to send in another 8,000 head. All his beasts have wintered splendidly. They used none of the cut hay, except for the invalid beasts. The herd has increased in weight all round. Only two have been killed, whether by whites or our Blackfeet friends they do not know.' Of the fertility of the soil throughout most of this region we had the amplest proof. It is a pitch-black sandy loam, very easy to work. Near the northern extremity of the region on the Indian supply farm, close by Calgary, we saw for the first time ploughing on the prairie. A pair of horses and a yoke of oxen were each ploughing a mile-long furrow on rich haugh land, a sight which set me thinking about our farmers at home. The virgin soil had been broken in spring, and they were turning it over for fall sowing. Labour was scarce, poor and dear. They were roughly stacking the barley like hay, and the oats were being reaped; the crops of all kinds were in splendid condition. On a farm close by, where the oat crop was a wonder to behold, and where the oats were standing strong in the stem, and 41 inches high, we had the curiosity to count the produce from one self-sown grain of oats, and found them to be 2,691 grains. At another Indian supply farm, at the southern extremity of the region, we counted the returns from single grains of oats, and found them to be three times that amount, with as many as forty-five stalks to the stool, and each stalk like a reed; while from one wheat grain there were eighty-five stalks to the stool, and fifty grains on the average to the stalk, or a return of 4,250. While there can be no doubt whatever that in the region under review there is an ample supply of fertile land, it is only fair to state that there was some conflict of opinion as to its suit-

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ability for agriculture, the one serious objection being the occasional occurrence of early frosts. On the other hand, there was a pretty general consensus of opinion that this difficulty would be got over by the practice which is beginning to prevail of fall sowing, which insures that the seed, which the severe frost does not in the least injure, comes away with the first breath of spring."

The Hon. Horatio Seymour.—The following is an extract from a letter of the Hon. Horatio Seymour, late Governor of the State of New York. It is interesting as containing an American opinion. Writing of what he saw in Manitoba and the Canadian North-West, the Hon. Mr. Seymour says:

"I saw thousands and thousands of acres of wheat, clearing 40 bushels to the acre, weighing 63 and 65 pounds to the bushel, and was assured by undoubted authority that, on Peace River, 1,200 miles north-west of where I was, wheat could be produced in immense quantities, equal to the best I saw in Winnipeg, while great herds of cattle were being fed without cost on as fine grassy land as the world affords. In short, between our north-western line of 45 degrees and 54 degrees 40 minutes (General Cass' fighting point) there is a country owned by England, with greater grain and stock-growing capacity than all the lands on the Baltic, the Black Sea and the Mediterranean combined. The land laws of Canada are now as liberal as ours as to the homestead, pre-emption and free claims. People are crowding there rapidly, and towns are springing up as if by magic. Their great railway will reach the Pacific at the grand harbour of Puget Sound before our Northern Pacific will, and it will be extended eastward promptly to Montreal. The distance to Liverpool will be 600 miles shorter than any American line can get the wheat of Dakota there."

Professor Sheldon.—The following is from a report of Professor Sheldon, of the College of Agriculture, Downton, England:

"I was much surprised to find among the Manitoban farmers one of my old Cirencester pupils. He had bought a farm of some 400 acres a few miles west of Winnipeg, paying, as was thought, the extravagant price of $20 (£4) an acre. He declared, however, to me, that he had the best farm in the locality, which may be taken as evidence of his being satisfied with it; and he was growing crops of turnips, potatoes, oats, etc., which were already a theme of conversation in the Province. This was done by better cultivation than the land of Manitoba is used to, and it is clear that the soil will produce almost any kind of crop in a very satisfactory way, providing it is properly attended to.

"The soil of Manitoba is a purely vegetable loam, black as ink, and full of organic matter in some places many feet thick, and resting on the alluvial drift of the Red and Assiniboine Rivers. It is of course extremely rich in the chief elements of plant food, and cannot easily be exhausted; the farmers know this, so they take all they can out of it in the shortest possible time, and return nothing whatever to it in the form of manure. By turning up an inch or two of fresh soil now and again, the fertility of the surface is renewed, and the same exhaustive system of growing wheat year by year may be pursued for a long period with impunity. It is true, in fact, that for several of the first years, at all events, manuring the soil would do much more harm than good."

The late Hon. William Seward.—To take another American witness, the following is an extract from a letter of the late Honourable William Seward, the Foreign Secretary to the late President Lincoln during the war with the South. His statement is both frank and explicit:

"Hitherto, in common with most of my countrymen, as I suppose, I have thought Canada a mere strip lying north of the United States, easily detached from the parent State, but incapable of sustaining itself, and therefore ultimately, nay, right soon, to be taken on by the Federal Union, without materially changing or affecting its own development. I have dropped the opinion as a national conceit. I see in British North America, stretching as it does across the continent from the Atlantic to the Pacific, in its wheat fields of the West, its invaluable fisheries, and its mineral wealth, a region grand enough for the seat of a great empire.

Captain Palliser.—"It is a physical reality of the highest importance to the interests of British North America that this continuous belt can be settled and cultivated from a few miles west of the Lake of the Woods to the passes of the Rocky Mountains, and any line of communication, whether by waggon or railroad, passing through it, will eventually enjoy the great advantage of being fed by an agricultural population from one extremity to the other. No other part of the American Continent possesses an approach even to this singularly favourable disposition of soil and climate.

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"The natural resources lying within the limits of the Fertile Belt, or on its eastern borders, are themselves of great value as local elements of future wealth and prosperity; but in view of a communication across the continent, they acquire paramount importance. Timber, available for fuel and building purposes, coal, iron ore, are widely distributed, of great purity and in considerable abundance; salt, in quantity sufficient for a dense population. All these crude elements of wealth lie within the limits or on the borders of a region of great fertility."

Archbishop Tache.—His Grace Archbishop Tache, of St. Boniface, who has spent a long life in the North-West, and whose eminent position entitles his words to consideration, gives the following account of the Saskatchewan District:

"The coal fields which cross the different branches of the Saskatchewan are a great source of wealth, and favour the settlement of the valley, in which nature has multiplied picturesque scenery that challenges comparison with the most remarkable of its kind in the world. I can understand the exclusive attachment of the children of the Saskatchewan for their native place. Having crossed the desert, and having come to so great a distance from civilized countries, which are occasionally supposed to have a monopoly of good things, one is surprised to find in the extreme West so extensive and so beautiful a region. The Author of the universe has been pleased to spread out, by the side of the grand and wild beauties of the Rocky Mountains, the captivating pleasure grounds of the plains of Saskatchewan."

The following is an extract from a letter written by His Grace to the Rev. Father Nugent:

"You take an interest in directing emigration towards Manitoba, and as the publication I allude to (a pamphlet decrying Manitoba, published in the interest of the Northern Pacific Railway) is of a nature to debar your generous efforts, you may like to know my views on the matter.

"The pamphlet says: 'The climate of Manitoba consists of seven months of Arctic winter, and five months of cold weather.' This I would understand from a man inhabiting the torrid zone; but I confess it is perfectly unintelligible when written in and to praise the Dakota Territory, United States.

"Here, in Manitoba as well as in Dakota, the winter is pretty severe; but our summer, on the contrary, is very warm: so much so, that Europeans have repeatedly stated that they find it hotter than in the British Islands. For my part, after thirty-seven years of experience, I find the season more pleasant in Manitoba than in any other country I have seen. Your personal experience of our climate is unhappily limited to two short visits to Manitoba; but you have seen with your own eyes the magnificent products of our rich soil, and you are surely satisfied, as I am, that such results could not be obtained if we had no summer.

"Kind Providence has done for this part of the Canadian possessions at least as much as for the neighbouring States and Territories. So I will surprise nobody who knows the country by stating that our co-British subjects who are willing to emigrate from their native land ought to prefer coming to Manitoba and the Canadian North-West."

His Honour Lieut.-Governor Robinson.—The following is an extract from a letter of His Honour Lieut.-Governor Robinson of the Province of Ontario, to the Hon. J. H. Pope, late Minister of Agriculture, dated November 1st, 1882, descriptive of a visit to the North-West:

"Judging from what I saw myself, and from what I heard from others conversant with the territory, whom I was continually meeting, its agricultural area is almost unlimited, the fertility of its soil unequalled, producing crops such as I, a native of this Province, or the Ontario farmer, never saw before. I met a great many I had known in Ontario, and others as well, settled all over this new country, and never heard a complaint from one of them, all speaking as if they individually had made the best selection, and that their particular location or grant from the Government was the best. I never met a more contented or hopeful lot of men, and well they may be, for they have the finest land under heaven as a free gift, ready by nature for the plough, and safe by the industry of a few years to place themselves and families in comfortable circumstances for the rest of their days. I saw several whose first year's crop had so gladdened their hearts, that they already fancied themselves above all want. Two friends, lately from England, accompanied me, and liked this grand country so much that they bought land for their sons, intending on their return to send the boys out next spring; and they are men who have seen many countries, and are consequently well able to choose and judge for themselves.

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A Peep at the Rockies, from near Padmore. Engraved from a Photograph.

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I left that section of the North-West, say, 400 miles west from Winnipeg and the Qu'Appelle Valley, nearer Winnipeg, towards the end of October. The weather was bright and clear; the mildness of it astonished me. No one could wish for better; it was thoroughly enjoyable, and just the climate for strong exercise without fatigue. I do not know if you care to hear it, but I may as well tell you of that which pleased our English friends who love sport so much—game, such as snipe, duck and prairie grouse were abundant, and we were all well supplied with these luxuries on the prairies."

Sir R. W. Cameron, of New York.—The following is an extract from a letter dated October 24th, 1882, written by Sir R. W. Cameron, of New York, to the Hon. J. H. Pope, late Minister of Agriculture. Sir Roderick Cameron is a man of great experience:

"For agricultural purposes the whole plain from Winnipeg to beyond Moose Jaw, a distance of nearly 500 miles, is, with small exceptions, as fine in soil and climate as any that has come under my observation. I have traversed Kansas, Nebraska, Wyoming and Colorado, and in none of them have I seen the depth of rich soil that I saw on the line of the Canadian Pacific Railway. The soil around Winnipeg, Portage la Prairie, Brandon and Regina, is the richest I have ever seen, and as to the climate, I visited it for the benefit of my health, which for some time previous was much shattered, and received more benefit from my month's stay in the North-West than I believed possible. I found myself capable of more physical exertion than I could possibly have stood in this climate at any time within the past ten years. A walk of ten miles, which I made without extra exertion in two and a quarter hours, fatigued me less than a walk of a third of the distance would have done here. The climate is bracing and exhilarating beyond any hitherto experienced by me.

"I left Winnipeg on the 16th inst. Up to that date the weather was delightful; clear and bracing, and without frost or snow. Ploughing was progressing all along the line of railroad. I was at Qu'Appelle on the 9th, at Ellice on the 11th, and thence to Winnipeg on the 12th and 13th. The contractors on the road expected another month of Indian summer weather for their work. At Fort Ellice I met a settler just arrived from Ontario, who expected to complete his ploughing (which he had not then commenced) before bad weather set in. The crops had all been gathered, stacked, and to a large extent threshed before my arrival in the country. The quality of the grain and roots you all know about. I brought from the Roman Catholic Mission at Qu'Appelle some potatoes—which I intend to preserve for seed next spring—the finest I have ever seen. I weighed two that turned the scale at 4½ lbs., one of them being 2½ lbs. The original seed was the 'Early Rose,' and the product was four times the size of the seed used, and for soundness and flavour no potato could surpass them. Indeed, during my stay in the country, I never found an unsound or watery potato. I saw in the market at Winnipeg splendid specimens of carrots and cauliflowers. . . . . I also heard wonderful accounts of the soil and climate of the Saskatchewan Valley, but cannot speak from experience. Col. McLeod informed me at Winnipeg that he preferred the country around his residence at Fort McLeod to any portion of the North-West, and I believe that for stock raising purposes the nearer you approach the Rocky Mountains the better, as there cattle can exist without shelter all the year round, whereas between Winnipeg and Regina I am satisfied that cattle and horses must be fed and housed from December to March or April. The native horse keeps fat and in good condition throughout the whole territory all the year round, and is in much better condition when taken up in the spring than when turned out in the autumn, but the native horse knows where the nutritious grass is to be found, and understands pawing the snow off so as to reach it. This would not be the case with imported stock, whether horses or cattle. There is a great future for this part of the Dominion."

Mr. Blodgett, U. S., Author on Climatology.—The following extract is taken from the work on Climatology by the eminent American author, Mr. Blodgett. The statements are in themselves interesting, and contain principles of the greatest importance. Both have been verified in a remarkable manner by the evidence of facts since the author's pages were written:

"By reference to the illustration of the distribution of heat, we see that the cold at the north of the great lakes does not represent the same latitude further west, and that beyond them *the thermal lines rise as high in latitude, in most cases, as at the west of Europe. Central Russia, the Baltic Districts and the British Islands*, are all reproduced in the general structure, though the exceptions here fall against the advantage, while there they favour it through the influence of the Gulf Stream.

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"Climate is indisputably the decisive condition, and when we find the isothermal of 60° for the summer rising on the interior American plains to the 61st parallel, or fully as high as its average position for Europe, it is impossible to doubt the existence of favourable climates over vast areas now unoccupied.

"This favourable comparison may be traced for the winter also, and in the average for the year. The exceptional cold for the mountain plateaux, and of the coast below the 43rd parallel, marks the advantage more or less to those who approach these areas from the western part of the Central States, and from the coast of California; but though the distant mountain ranges remain high at the north, the width of their base, or of the plateau from which they rise, is much less than at the 42nd parallel. The elevated tracts are of less extent, and the proportion of cultivable surface is far greater.

"It will be seen that the thermal lines for each season are thrown further northward on passing Lake Superior to the westward in the charts of this work than in those of the military report prepared by the author. . . . . A further collection and comparison warrants the position now given to the thermal lines, placing them further northward than before, and extending them in a course due north-west from Lake Superior to the 58th parallel. For the extreme seasons, winter and summer, this accurate diagonal extension of the thermal lines across the areas of latitude and longitude is very striking. The buffalo winter on the Upper Athabasca at least as safely as in the latitude of St Paul, Minnesota; *and the spring opens at nearly the same time along the immense line of plains from St. Paul to Mackenzie River.*

"The *quantity of rain* is not less important than the measure of heat to all purposes of occupation; and for the plains east of the Rocky Mountains there may reasonably be some doubt as to the sufficiency, and doubts on the point whether the desert belt of lower latitudes is prolonged to the northern limits of the plains. If the lower deserts are due to the altitude and mass of the mountains simply, it would be natural to infer their existence along the whole line, where the Rocky Mountains run parallel and retain their altitude; but the dry areas are evidently due to other causes primarily, *and they are not found upon the 47th parallel in fact.* It is decisive on the *general question of the sufficiency of rain to find the entire surface of the upper plains either well grassed or well wooded;* and recent information on these points almost warrants the assertion that there are no barren tracts of consequence after we pass the bad lands and the Coteau of the Missouri. Many portions of these plains are known to be peculiarly rich in grasses; and probably the finest tracts lie along the eastern base of the mountains, in positions corresponding to the most desert. The higher latitudes certainly differ widely from the plains which stretch from the Platte southward to the Llano Estacado of Texas, and none of the references made to them by residents or travellers indicate desert characteristics. Buffalo are far more abundant on the northern plains, and they remain through the winter at their extreme border, taking shelter in the belts of woodland on the Upper Athabasca and Peace Rivers. Grassy savannas like these necessarily imply an adequate supply of rain; and there can be no doubt that the correspondence with the European plains in like geographical position—those of Eastern Germany and Russia—is quite complete in this respect. *If a difference exists it is in favour of the American plains, which have a greater proportion of surface water, both as lakes and rivers.*

. . . . . .

"Next, the area of the plains east of the Rocky Mountains is no less remarkable than the first for the absence of attention heretofore given to its intrinsic value as a productive and cultivable region within easy reach of emigration. This is a wedge-shaped tract, ten degrees of longitude in width at its base, along the 47th parallel, inclined north-westward to conform to the trend of the Rocky Mountains, and terminating not far from the 60th parallel in a narrow line, which still extends along the Mackenzie for three or four degrees of latitude in a climate barely tolerable. Lord Selkirk began his efforts at colonization in the neighbourhood of Winnipeg as early as 1815, and from personal knowledge he then claimed for this tract a capacity to support thirty millions of inhabitants. All the grain of the cool temperate latitudes are produced abundantly. Indian corn may be grown on both sides of the Saskatchewan, and the grass of the plains is singularly abundant and rich. Not only in the earliest exploration of these plains, but now, they are the great resort for buffalo herds, which, with the domestic herds and horses of the Indians and the colonists, remain on them and at their woodland borders throughout the year.

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"The simple fact of the presence of these vast herds of wild cattle on plains at so high a latitude is ample proof of the climatological and productive capacity of the country. *Of these plains and their woodland borders the valuable surface measures fully five hundred thousand square miles.*"

So much for the principles affecting the conditions of climate in the Canadian North-West. It only remains to add that the farming products coincide with the conditions.

The Attorney-General and Governor of the State of Wisconsin.—Hon. L. F. Frisby, Attorney-General, and His Honour J. M. Rusk, Governor of the State of Wisconsin, visited the Canadian North-West in the summer of 1882. Mr. W. C. B. Grahame, the Immigration Agent of the Canadian Government at Winnipeg, being anxious to learn the views of these gentlemen, addressed to them a letter, to which they kindly replied. The Hon. Mr. Frisby said, under date Sept. 23, 1882:

"I saw nothing that did not indicate thrift and prosperity. The city of Winnipeg is a marvel of modern times; its rapid growth, its large and costly business blocks filled with the choicest and richest goods of a metropolitan city, its fine dwellings with their beautiful surroundings, the thousand tents sheltering the immigrant while engaged in erecting the more substantial place of abode, and the many long and heavy laden trains which came and went, impressed me with the conviction that the country surrounding must be rapidly improving and settling up. The many and large wheat fields which I saw in the Red River Valley—certainly, this year—indicate that for wheat raising no place in the North-West can excel it. So far as one could judge from a hasty view of the country surrounding your city, it seems to me that it must attract the emigrant hither, who is seeking a new home in the Far West. Of the climate, little can be said from actual observation of a couple of days; but from conversations had with intelligent gentlemen who have spent some years in your city, I am led to believe that it is favourable to agricultural pursuits, and withal healthful. On the whole, I formed a very favourable opinion of the resources and productiveness of your country."

His Honour, Governor Rusk, wrote the following words in corroboration:

"Executive Office, Madison, Wis., Sept. 23, 1882.

"I fully concur with General Frisby in the foregoing statement.

"(Signed) J. M. Rusk, Governor."

Archbishop Lynch.—His Grace Archbishop Lynch, of Toronto, on the occasion of a visit to Ireland, wrote a letter to the editor of the Dublin *Freeman's Journal*, under date of June 7th, 1882, in which he gives his appreciation of the suitability of Canada as a field for Irish immigration, as follows:

"I am interrogated on all sides concerning Canada by persons wishing to emigrate. I would feel much obliged and relieved if you would kindly publish in your excellent journal my answer to all.

"1. I would not undertake to advise any one to leave Ireland who could live in it in moderate comfort, except, indeed, parents having large families, who see nothing in the future for their children but poverty or emigration individually.

"2. The Catholic Church in Canada is in a very prosperous condition. Priests and churches are to be found everywhere throughout the country, and Catholic education is on a better footing than in the United States, where Catholics are obliged to support by their taxes the common or irreligious schools, as also to keep up their own at great expense.

"In Canada this is not the case. Catholic taxes go to Catholic schools, wherever Catholics are numerous enough to establish them, and Catholics al o receive for their schools the *per capita* bonus from the general fund.

"The Government is Home Rule, such as the Government and Parliament of Canada, in its recent address to the Queen, desired should be granted to Ireland. The address assured Her Majesty that the Irish in Canada were amongst the most prosperous and loyal in the country. In our mind, Canada is the freest and best governed country in the world, and the people are happy.

"The climate of Upper Canada or Ontario (the English-speaking portion) is temperate. It is the same as the northern portion of the State of New York. The everlasting snow of Canada is a myth. Toronto is on the meridian of Florence, in Italy, and resembles its heat in summer, and the winter, with the exception of a few days occasionally, is not colder than in Ireland.

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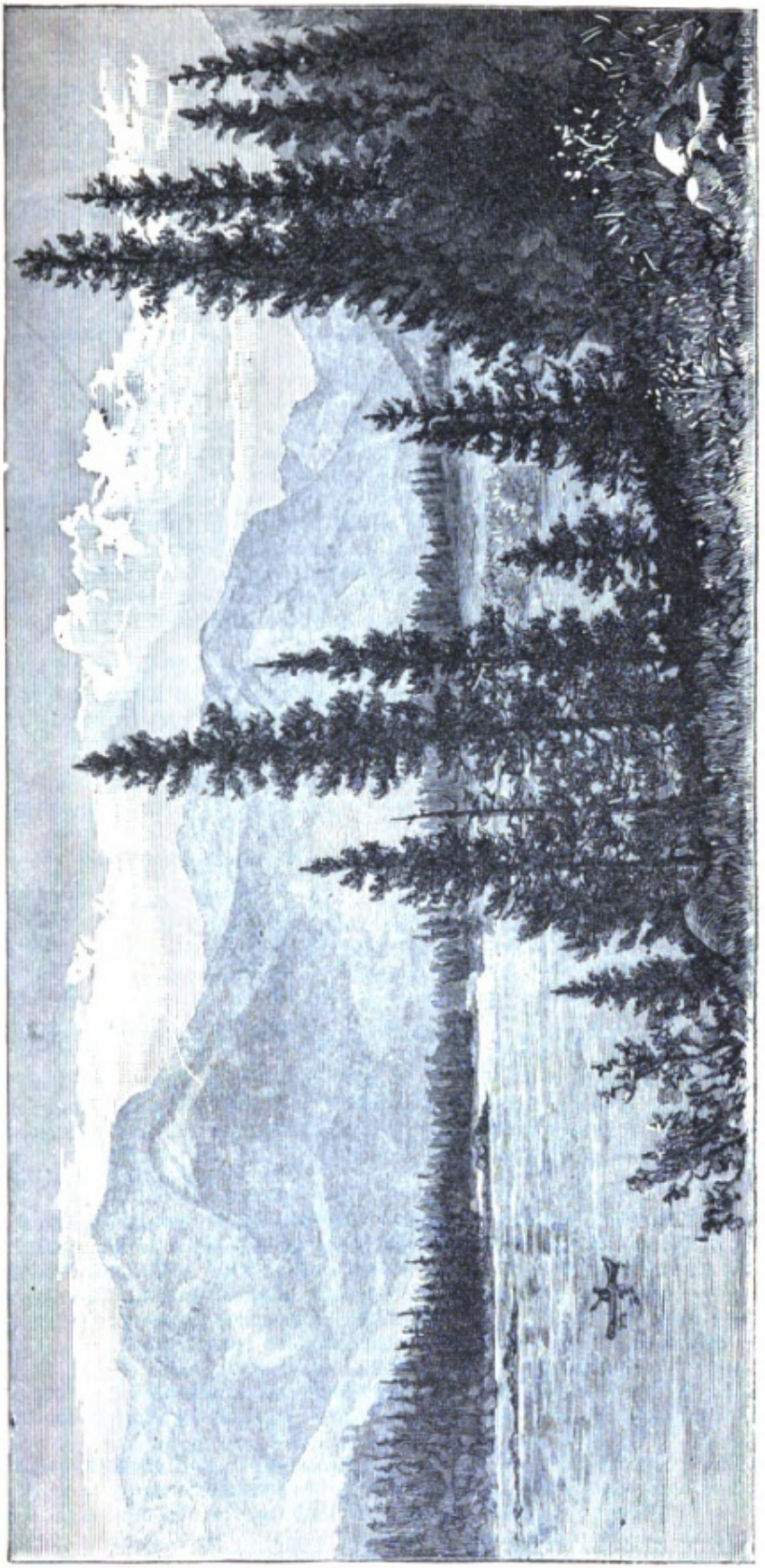

Approaching the Rocky Mountains. Bow River. Engraved from a Photograph.

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"The soil is very fertile, almost as fertile for wheat, potatoes and other vegetables as Ireland, and excellent for raising cattle.

"The wages for farm hands are as good as in the United States. Wages for mechanics generally not so good, except in Manitoba, where wages are enormous; but living is cheaper in Canada than in the United States.

"The lands in Ontario are mostly taken up by old settlers, who are selling out their improvements to new comers at a fair price.

"The lands of Manitoba and the North-West—an unlimited territory formerly occupied by the Hudson Bay Company—are thrown on the market for homesteads and for sale.

"The Government has reserved a large portion of land for homesteads—of 160 acres—for actual settlers, who pay only a few dollars for surveying fees.

"The climate of Manitoba and the North-West is very cold in the winter, but the people are well prepared for it. Besides, the air being free from moisture, is not so penetrating as in Ireland, where the pores of the body are kept open by the humid atmosphere. The soil is, in most places, exceptionally fertile. I have travelled through the country, and was astonished at the size of the potatoes and vegetables. The winter is long, but the vegetation is very rapid, and the crops ripen comparatively soon. The country is filling up very rapidly with inhabitants, many of whom sold out in Ontario, to have homesteads for their children. I have found Irish everywhere and prospering."

Test of Saskatchewan Coal.—Subjoined is a letter from the Londonderry Steel Company of Canada (Limited), descriptive of a test of a specimen of coal brought down last fall by Mr. James Turner, of Hamilton. He says in a letter addressed to the Hon. J. H. Pope, Minister of Agriculture, dated December 6, 1882:

"The enclosed report, handed me by Senator McInnes, will no doubt interest you, as the coal referred to was brought down by myself this fall from Edmonton as a sample of what was two years ago mined, or rather, I should say, dug out from about midway on the rise of the bank of the Saskatchewan, directly opposite Edmonton."

"Steel Company of Canada (Limited),
"Londonderry, N.S., Nov. 13th, 1882.

"D. McInnes, Esq., Cornwall.

"My Dear Sir,—I have received the analysis of the Edmonton Coal. It is as follows:

	Fast Coking.	Slow Coking.
Water	17.76.5	17.76 5
Ash	4.40.	4.40.
Volatile Matter	28.23.	23.98.
Fixed Carbon	49.60.	53.85.

"The moisture is quite heavy; exclusive from that, however, the ash is indeed very small as compared to Pictou or Spring Hill coal.

"The volatile matter is not very high—not as high as desirable to make it a good coking coal. It must be a very good steam coal if it holds its own in size. Altogether, I would say that it is a very fine coal, and if in sufficient quantity or thickness of vein and suitable angle, should be a very valuable property.—I am, very truly,

"(Signed) G. Jammie."

Testimony of One Hundred and Fifty-three Farmers.—The Department of Agriculture has published a statement respecting the suitability of Manitoba as a place for settlement, based upon the answers of 153 farmers, whose names and addresses are given, and to whom reference may at any time be made. A copy of this statement in pamphlet form, entitled "What Farmers Say," will be furnished post free by any of the agents of the Canadian Government on application by letter. These farmers testify:

1. That both the country and the climate are healthy.

2. That the soil is exceptionally rich, there being a black loam from one to four feet in depth, resting on a clay subsoil; and that this soil yields good crops without manure.

3. That they have found no difficulty in getting wood and water for the purposes of their farms, but that sawn lumber is found to be at present dear.

4. That the prairie hay, which is very nutritious for feed, can be obtained in illimitable extent for merely the cutting and drawing.

5. That the effect of the winter is not unfavourable on cattle.

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Thirty-seven farmers testify that Indian corn can be ripened. Eighty-nine testify to an average yield of wheat per acre of 26¾ bushels in 1877, of 26⅓ in 1878, 26¾ in 1879, and of 29⅓ bushels in 1880. The weight of this wheat is very heavy, being from 63 to 65 lbs. per bushel.

One hundred and fifteen farmers testify to the yield of oats per acre, namely, in 1877, 59¾ bushels; in 1878, 59¾ bushels; in 1879, 58 bushels; and 57¾ bushels in 1880.

In barley the testimony of one hundred and one farmers gives an average yield of 37⅓ bushels per acre in 1879, and 41 bushels in 1880.

Twenty-one farmers testify to the yield of peas per acre, giving an average of 32 bushels in 1877, 34 bushels in 1878, 32¼ bushels in 1879, and 38½ bushels in 1880. Some of the yields of peas were very much larger and some smaller than these averages, the yields evidently depending on the farming.

Ninety-two farmers testify to an average yield of 318 bushels of potatoes per acre in 1880. W. H. J. Swain, of Morris, has produced 800 to 1,000 bushels of turnips to the acre, and 60 bushels of beans have also been raised by him per acre; S. C. Higginson, of Oakland, has produced cabbages weighing 17½ lbs. each; Allan Bell, of Portage la Prairie, has had cabbages 45 inches around, and turnips weighing 25 lbs. each; Thos. B. Patterson has realized 40 tons of turnips to the acre, some of them weighing as much as 20 lbs. each; Robt. E. Mitchell, of Cook's Creek, raised a squash of six week's growth measuring 5 feet 6 inches around the centre; Wm. Moss, of High Bluff, has produced carrots weighing 11 pounds each, and turnips measuring 36 inches in circumference; James Airth, of Stonewall, states that the common weight of turnips is twelve pounds each, and some of them have gone as high as thirty-two and a half pounds; Isaac Casson, of Green Ridge, has raised 270 bushels of onions to the acre; John Geddes, of Kildonan, states that he has raised 300 bushels of carrots and 800 bushels of turnips per acre; John Kelly, of Morris, has produced from 800 to 1,000 bushels of turnips to the acre; Joshua Appleyard, of Stonewall, also states his crop of turnips to have been 1,000 bushels per acre, the common weight being 12 lbs. each; Ed. Scott, of Portage la Prairie, raised 400 bushels of turnips from half an acre of land; W. H. J. Swain, of Morris, had citrons weighing 18 lbs. each; Francis Ogletree, of Portage la Prairie, produced onions measuring 4¾ inches through the centre; A. V. Beckstead, of Emerson, gives his experience as follows: mangel-wurzel weighing 27 lbs. each, beets weighing 23 lbs. each, cabbages weighing 49 lbs. each, onions each 1½ lbs. in weight; W. B. Hall, of Headingly, has raised carrots 3 inches in diameter, beets weighing 20 lbs. each, and gives the weight of his turnips generally at 12 lbs. each; Philip McKay, of Portage la Prairie, took 200 bushels of turnips from one quarter of an acre of land, some of them weighing 25 lbs. each; he has produced carrots 4 inches in diameter and 14 inches long, has had cabbages measuring 26 inches in diameter solid head and 4 feet with the leaves on; his onions have measured 16 inches in circumference, and cauliflower heads, 19 inches in diameter. James Lawrie and Bro., of Morris, have produced turnips 30 inches in circumference, onions 14 inches, and melons 30 inches: they had one squash which measured about the same size as an ordinary flour barrel. James Owens, of Pointe du Chene, had turnips 30 lbs, each, onions 14 inches around and cucumbers 18 inches long; Neil Henderson, of Cooks's Creek, has raised 1,000 bushels of turnips to the acre, carrots 5 inches in diameter and 18 inches long, while his onions have frequently measured 5 inches through; Jas. Bedford, of Emerson, has raised 1,000 bushels of turnips to the acre. It must be remembered, moreover, that none of the farmers mentioned above used any special cultivation to produce the results we have described, and out of nearly 200 reports which we have received from settlers concerning the growth of roots and vegetables in the Canadian North-West, not one has been unfavourable.

Hon. Mr. Sutherland.—The Hon. John Sutherland, a member of the Senate, gave the following evidence before a committee in 1876:

"I have been in the North-West all my life. I was born within the corporation of Winnipeg. My age is fifty-three years. I am a practical farmer.

"From my long experience there, and from what I have seen in other Provinces, I have come to the conclusion that the soil, climate and other natural advantages of Manitoba are conducive to successful farming, and that a poor man can more easily make a living there than in other parts of the Dominion.

"The usual depth of alluvial deposit on the prairie is about two and a half feet, and on the bottom lands from two and a half to twenty feet. The natural grasses are very nutritious, and cattle can be wintered without any coarse grain, neither is it customary to feed any grain except to milch cows or stall-fed animals. . . . . .

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"I consider the North-West as very well adapted for dairy purposes, as we have many miles of natural meadows throughout the country, and hay can be cut and cured for about $1 per ton. We have five or six varieties of grasses that are good, and well adapted for stock-feeding, while a few others are not so suitable.

"We have occasional frosts; generally one frost about the first of June; but not severe enough to injure the growing crops, and showers are frequent during summer. The average depth of snow throughout Manitoba is about 20 inches, and is quite light and loose. . .

"I consider the country healthy, and we have not been subject to any epidemic. We had fever in Winnipeg in 1875, but none in the country places. It was brought into Winnipeg, and owed its continuance there, no doubt, to overcrowded houses and insufficient drainage. . . . . .

"The average yield of grain is—wheat, about 30 bushels per acre; oats, about 40; barley, about 35; peas, about 50 bushels.

"The soil and climate are well adapted for growing root crops. Our potatoes are pronounced the best in the world. Indian corn is not extensively cultivated, and I think the large kind could not be cultivated. . . . . .

"I think that extensive settlement will prevent the ravages of the grasshoppers, and we have good reason to believe that we will be exempt from them during the coming season, as there were no deposits of eggs in the Province in 1875, and, in all probability, we will be relieved from that plague for many years to come. To my own knowledge, the Province was not affected by grasshoppers for forty years previous to 1867, since which date we have had them off and on."

Professor Macoun.—Speaking of the country in the higher latitudes, nine degrees north of the boundary, Prof. Macoun stated in his evidence before the Immigration Committee:

"At Vermillion, latitude 58° 24′, I had a long conversation with old Mr. Shaw, who has had charge of this fort for sixteen years; he says the frosts never injure anything on this part of the river, and every kind of garden stuff can be grown. Barley sown on the 8th May, cut 6th of August, and the finest I ever saw; many ears as long as my hand, and the whole crop thick and stout. In my opinion this is the finest tract of country on the river. The general level of the country is less than 100 feet above it.

"At Little River I found everything in a very forward state; cucumbers started in the open air were fully ripe; at Windsor, pole beans and peas were likewise ripe August 15th. Fort Chippeweyan, at the entrance to Lake Athabasca, has very poor soil in its vicinity, being largely composed of sand; still, here I obtained fine samples of wheat and barley, the former weighing 68 lbs. to the bushel, and the latter 58 lbs. The land here is very low and swampy, being but little elevated above the lake. At the French Mission, two miles above the Fort, oats, wheat and barley were all cut by the 26th of August. Crop rather light on the ground.

"Mr. Hardisty, Chief Factor in charge of Fort Simpson, in lat. 61° N., informed me that barley always ripened there, and that wheat was sure four times out of five. Melons, if started under glass, ripen well. Frost seldom does them much damage.

"Chief Trader McDougall says that Fort Laird, in lat. 61° N., has the warmest summer temperature in the whole region, and all kinds of grain and garden stuff always come to maturity. He has been on the Yucon for twelve years, and says that most years barley ripens under the Arctic Circle in long. 143° W.

"The localities mentioned were not chosen for their good soil, but for the facilities which they afforded for carrying on the fur trade, or for mission purposes. Five-sixths of all the land in the Peace River section is just as good as the point cited, and will produce as good crops in the future. The reason so little is cultivated is owing to the fact that the inhabitants, whites and Indians, are flesh eaters. Mr. Macfarlane, Chief Factor in charge of the Athabasca District, told me that just as much meat is eaten by the Indians when they receive flour and potatoes as without them.

"At the forks of the Athabasca, Mr. Moberly, the gentleman in charge, has a first-class garden, and wheat and barley of excellent quality. He has cut an immense quantity of hay, as the Hudson Bay Company winter all the oxen and horses used on Methy Portage at this point. He told me that in a year or two the Company purposed supplying the whole interior from this locality with *food*, as the deer were getting scarce and the supplies rather precarious. This is the identical spot where Mr. Pond had a garden filled with European vegetables when Sir Alexander Mackenzie visited it in 1787.

"From my former answers it will be seen that about the 20th of April ploughing can commence on Peace River, and from data in my possession the same may be said of the Saskatchewan regions generally. It is a curious fact that spring seems to advance from

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north-west to south-east at a rate of about 250 miles per day, and that in the fall, winter begins in Manitoba first and goes westward at the same rate. The following data, selected from various sources, will throw considerable light on the question of temperature. It is worthy of note that Halifax, on the sea coast, is nearly as cold in spring and summer as points more than twelve degrees further north.

"The following are the spring, summer and autumn temperatures at various points, to which is added the mean temperatures of July and August, *the two ripening months:*

	Latitude north.	Summer.	Spring.	Autumn.	July & Aug.
Cumberland House	53.37	62.62	33.04	32.70	64.25
Fort Simpson	61.51	59.48	26.66	27.34	62.31
Fort Chippeweyan	58.42	58.70	22.76	31.89	60.60
Fort William	48.24	59.94	39.67	37.80	60.52
Montreal	45.31	67.26	39.03	45.18	68.47
Toronto	43.40	64.43	42.34	46.81	66.51
Temiscamingue	47.19	65.23	37.58	40.07	66.43
Halifax	44.39	61.00	31.67	46.67	66.55
Belleville	44.10	temperature nearly that of Toronto.			
Dunvegan, Peace River	56.08	average summer six months			54.44
Edmonton	53.31	.....	39.70	.....	.....
Carleton	52.52	.....	35.70	.....	.....
Winnipeg	49.52	64.76	30.13	35.29	65.32

"Any unprejudiced person making a careful examination of the above figures will be struck with the high temperatures obtained in the interior. Edmonton has a higher spring temperature than Montreal, and is eight degrees farther north and over 2,000 feet above the sea. The temperatures of Carleton and Edmonton are taken from Captain Palliser's explorations in the Saskatchewan country during the years 1857 and 1858. It will be seen that the temperature of the months when grain ripens is about equal throughout the whole Dominion from Montreal to Fort Simpson, north of Great Slave Lake. The country, in my opinion, is well suited for stock raising throughout its whole extent. The winters are certainly cold, but the climate is dry, and the winter snows are light both as to depth and weight. All kinds of animals have thicker coats in cold climates than in warm ones, so that the thicker coat counterbalances the greater cold. Dry snow never injures cattle in Ontario. No other kind ever falls in Manitoba or the North-West, so that there can be no trouble from this cause. Cattle winter just as well on the Athabasca and Peace Rivers as they do in Manitoba; and Mr. Grant, who has been living on Rat Creek, Manitoba, for a number of years, says that cattle give less trouble there than they do in Nova Scotia. Horses winter out without feed other than what they pick up, from Peace River to Manitoba. Sheep, cattle, and horses will require less attention, and not require to be fed as long as we now feed them in Ontario. Owing to the light rain-fall the uncut grass is almost as good as hay when the winter sets in, which it does without the heavy rains of the east. This grass remains good all winter, as the dry snow does not rot it. In the spring the snow leaves it almost as good as ever, so that cattle can eat it until the young grass appears. From five to six months is about the time cattle will require to be fed, and shelter will altogether depend on the farmer."

And again, referring to the region supposed to be desert, Prof. Macoun continues:

"Mr. George Dawson, speaking of this region, says: 'In July of last summer (1873) I saw a band of cattle in the vicinity of the line south of Wood Mountain, which had strayed from one of the United States forts to the south. They were quite wild, and almost as difficult to approach as the buffalo; and notwithstanding the fact that they had come originally from Texas, and were unaccustomed to frost and snow, they had passed through the winter and were in capital condition.'"

EXTRACTS FROM REPORTS OF TENANT FARMERS' DELEGATES FROM THE UNITED KINGDOM.

In 1879-80 a number of delegates from tenant farmers in the United Kingdom were invited to visit Canada, for the purpose of examining into and reporting upon its suitability as a field for settlement by their class. All these gentlemen were men of great intelligence and good standing; and they did, as they were invited, report their honest opinions. The following are some extracts:

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PRODUCTS OF FIELD AND ORCHARD.

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Mr. Biggar, the Grange, Dalbeattie, says: "As a field for wheat raising, I would much prefer Manitoba to Dakota. The first cost of the land is less, the soil is deeper, and will stand more cropping; the sample of wheat is better, and the produce five to ten bushels per acre more; all of which is profit."

Mr. George Cowan, Annan, speaking of Mr. Mackenzie's farm at Burnside, says: "I was certainly surprised at the wonderful fertility of the soil, which is a rich, black loam, averaging about 18 inches of surface soil, on friable clay subsoil, 5 and 6 feet in depth, beneath which is a thin layer of sand, lying on a stiff clay. The land is quite dry, and is well watered by a fine stream which flows through it.

"The land between Rapid City and the Assiniboine, which lies to the southward 25 miles distant, is a nice loam, with clay subsoil on top of gravel. I was very highly impressed with the fertility of the soil, some of it being without exception the richest I have ever seen, and I have little doubt it will continue for many years to produce excellent crops of grain without any manure, and with very little expense in cultivation."

Mr. John Logan, Earlston, Berwick, says: "All the land round this district (Assiniboine) is very good, being four feet deep of black loam, as we saw from a sandpit."

Mr. John Snow, Mid-Lothian, says: "Along the Red River and about Winnipeg the soil is very strong, black vegetable mould, and I have no doubt most of it would carry paying crops of wheat for thirty years; but it is very flat, and I must say that I like the country better west of Winnipeg, and the furthest point we reached (150 miles west of Winnipeg) best of all. You have here the little Saskatchewan River, with fine sloping ground on each side; the soil and what it produced was good, as you will see from the samples of each I now show you. I also show you samples from other parts; and as I will show you further on, the Americans themselves admit that we have ground better adapted for growing wheat and raising cattle than they have.

. . . . . .

"We saw that a black, vegetable mould covered the surface from 18 inches to 2, 3 or 4 feet deep."

Mr. Robert Peat, Silloth, Cumberland, says: "Contrary to my expectations, instead of finding a wet swamp, as I pictured to my own mind, I found a deep, black loamy soil, varying in depth from 2½ to 3½ feet; and in some places where it has been cut through on the banks of some rivers, it has been found to the depth of 10 to 12 feet, and is specially adapted for the growing of wheat, being preferred by the millers to almost any other, on account of it being so dry and thin-skinned. It has been known to grow wheat for many years in succession without manure. If the report was correct, the soil I have sent down to you has grown wheat for thirty years, and the last crop yielded 35 bushels per acre."

Mr. John Maxwell, Carlisle, says: "The soil throughout the country is a rich, black loam, 6 inches to 6 feet deep, almost entirely free from stones, and varying in quality in different districts, on a subsoil of strong or friable clay or sand."

The average wheat yield in Manitoba and the North-West would appear to range from 20 to 30 bushels per acre, and the weight from 60 to 63 lbs. per bushel. Barley and oats yield good averages, as also potatoes and other root crops.

The following figures, taken from the reports of the delegates of the English and Scotch tenant farmers, may also be found interesting on this point:

Mr. James Biggar, of the Grange, Dalbeattie, says: "We heard very different statements of the yield of wheat, varying from 25 to 40 bushels. McLean, a farmer, near Portage, had 1,230 bushels of Fife wheat off 40 acres. Another man, a native of Rossshire, who was ploughing his own land, told us he had cropped it for seventeen years in succession, his last crop yielding 35 bushels per acre. Mr. Ryan, M.P., a good authority, said the average of wheat might safely be taken at 25 to 30 bushels, and of oats 60 bushels. . . . . Next day we drove over Messrs. Riddle's farm; their wheat has averaged fully 30 bushels per acre."

Mr. George Cowan, Glenluce, Wigtown, says: "Mr. Mackenzie's farm is at Burnside, about nine miles from Portage la Prairie. . . . . He favoured me with his average for the seasons of 1877 and 1878, and his estimate for the present year. Wheat crop, 1877, 41 bushels; 1878, 36 bushels; this year (1879) he expects it to be close on 40 bushels, average weight 60 to 62 lbs.; but he has grown it as high as 64 lbs. per bushel. Oats last year (1878) he had a yield of 88 bushels from 2 bushels of seed sown on one acre; this year (1879) his estimate is from 75 to 80 bushels per acre. Mr. M. also grows excellent root

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crops, his Swede turnips averaging 30 to 35 tons; and potatoes, without any care in cultivation, sometimes not being even moulded up, yield between 300 and 400 bushels of 60 lbs. Onions, when cultivated, are also very prolific, yielding as much as 300 bushels per acre. Mangel also grows very heavy crops, but I did not see any on the ground.

. . . . . .

"We spent a short time on the farm of Mr. McBeth, and walked over a field which I was informed had been continuously under crop for fifty-four years. . . . . I was told it would average 28 or 30 bushels per acre."

Mr. R. W. Gordon, Annan, says: "Wheat may safely be estimated to yield, with reasonable cultivation, 30 bushels of 60 lbs., and oats 60 bushels of 32 lbs."

Mr. Logan, Earlston, speaking of the yield about High Bluff, says: "The land here has grown wheat for forty years in succession, yielding from 25 up to 40 bushels per acre. There are not many oats sown here, but the general product is 70 bushels per acre.

. . . . . .

"We arrived at Portage on Saturday afternoon. . . . He told us he had grown good crops at an average of 32 bushels per acre of 60 lbs. weight."

Mr. Snow, Fountain Hall, Mid-Lothian, says: "I consider I keep safely within the mark when I say that taking a good piece of land, it will produce 40 bushels the first year, and an average of 30 bushels for thirty years, without manure."

Mr. John Maxwell, Carlisle, says: "I give an estimate of the cost of wheat crop in Dakota. The same system may be adopted in the Canadian North-West to advantage, as the average yield, so far as can be learned on present information, will be 8 to 10 bushels per acre higher than the yield in Dakota, United States Territory, and every extra bushel produced tends to reduce the first cost per bushel to the producer."

All the other delegates confirm these figures.

The extracts above given were of the gentlemen who came in 1879. In 1880 there came:

Mr. J. P. Sheldon, Professor of Agriculture, Wilts and Hants' Agricultural College, Downton, Salisbury.

Mr. Hugh McLean, Rhu, Tarbert, Argyleshire.

Mr. George Curtis, Woodside, Silsden, Leeds.

Mr. R. H. B. P. Anderson, Listowel, County Kerry, Ireland.

Mr. W. Cubitt, Bacton Abbey, North Walsham, Norfolk.

Mr. Peter Imrie, Cawder-Cuilt, Maryhill, Lanark.

Mr. J. Sparrow, Woodlands Farm, Doynton, near Bath.

Mr. G. Broderick, Hawes, Wensleydale, Yorkshire.

Mr. John Sagar, Waddington, near Clitheroe, Lancashire.

The reports of these gentlemen were, if anything, more favourable than those of the delegates of the previous year. Persons desiring to obtain the full testimony given by them on almost every feature of the Dominion, cannot do better than consult these reports. A copy will be furnished by post, without charge, on application to any Government agent. The names of these agents are elsewhere given in this Guide Book.

Harvey J. Philpot, M.D.—The following is an extract from a book written by Dr. Harvey Philpot, Assistant Surgeon to her Majesty's Forces in the Crimea: "Canada is an exceptionally healthy country. I do not hesitate to make the statement after seven years in the country engaged in an extensive medical practice. As a race the Canadians are fine, tall, handsome, powerful men, well built, active, tough as a pine knot, and bearded like pards. The good food on which they have been brought up, with the invigorating climate, appears to develop them to the fullest proportions of the *genus homo*."

Mr. Marshall.—This author, in his recent work on Canada, says: "I am persuaded that, despite its severity, the climate of Canada is one of the healthiest in the world. It is expressly fitted to develop a hardy race. For the bringing up of a young family it is to be preferred very decidedly to the climate of almost all the States in the Union south of the chain of Canadian lakes. The fact of the generally healthy condition of the people, the splendid development of the men, the preservation of the English type of beauty of the women, may be taken in proof of the excellence of the climate. The Canadian, whether English, Irish or Scotch, is well-proportioned and vigorous, often tall, with broad shoulders, sinewy frame, and capable of great endurance. He is quick of resource, enterprising, sober-minded, persistent and trustworthy. The races of the British Isles and of Norway have certainly not degenerated here."

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Mr. J. W. Taylor, the United States Consul at Winnipeg, in a letter written to a St. Paul newspaper, made the following statements: "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 country 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 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 20 and 30 bushels per acre.' More recently, Prof. Macoun, the botanist of the Canadian Pacific Railway Survey, has shown me two heads of wheat, one from Prince Albert, a settlement near the forks of the Saskatchewan, latitude 53° north, longitude 106° west; and another from Fort Vermillion, on Peace River, latitude 59° north, longitude 116° west; 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."

Hon. A. W. Ogilvie.—The Hon. Mr. Ogilvie, a member of the Senate of Canada, and connected with the largest milling firm in the Dominion, wrote a letter as follows, under date Nov. 15th, 1879: "We like Manitoba wheat because it contains more *gluten* than any other. This is the quality that is required to make a large, light loaf of bread; there is nothing in the seed they have; it is altogether in the soil, which is new, dark and deep; it has a greater depth of dark soil than any part of the United States, and is likely to grow 25 to 40 bushels of wheat per acre for thirty to fifty years without manure; and you will get 12 lbs. more, and much better bread, from 100 lbs. of Manitoba wheat flour than from Ontario wheat flour. It will also give 2 to 3 lbs. more flour per bushel than Ontario wheat. The wheat of Ontario is every year getting weaker, and containing more starch and less *gluten*, so that this year we find it impossible to make good flour out of it. The element required for growing good wheat has passed out of the land, and no manuring will restore it. You may be able to grow a good yield out of good-looking wheat, but it will not have *gluten* enough to make good bread. The same thing exists in the Middle and Eastern States. The sooner Ontario, like New York, gives up growing wheat and turns to dairy and cattle the better. . . . I have travelled over the wheat fields of Europe, Asia and Africa, and know very well all the wheat lands of the United States except California, but I have never seen wheat lands equal to Manitoba and the North-West Territory."

This letter establishes the superiority of the wheat grown in the North-West for milling purposes, and especially for the new patent process with rollers. But it does not necessarily imply that if the land in Ontario, or more southern parts of Canada adjoining the United States, does not grow wheat of this quality, that it is not adapted for other uses, which in the eyes of many may be preferable. For instance, all the other Provinces of the Dominion are especially favourably situated for stock raising; for which industry a very profitable market has recently been opened in connection with the cattle export trade to the United Kingdom. A change of products, from the cereals to stock raising, would in fact probably be advantageous in many parts of the older settled Provinces, and would in a short time very much increase their capacity for the growth of cereals, in such way as to render competition possible in quantities—per acre, at least—with the North-West.

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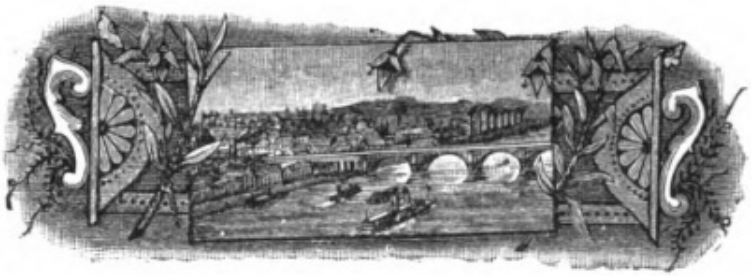

CHAPTER X.

INFORMATION AND ADVICE FOR INTENDING EMIGRANTS.

The first general advice to be given to the intending emigrant before he starts, or the immigrant after arrival, is that he should apply to the nearest agent of the Canadian Government he can find for any information or advice he may desire to obtain, and he may always rely on the perfect honesty of any statement made to him by any Government agent. All Dominion agents are strictly charged not to make any exaggerated or misleading statements.

In the United Kingdom all arrangements for emigration to the Dominion are placed under the direction of the High Commissioner for Canada. The following is a list of the Canadian Government Agents, including the High Commissioner:

LONDON..... Sir CHAS. TUPPER, K.C.M.G., High Commissioner for the Dominion, 9 Victoria Chambers, London, S. W.
" .....Mr. J. COLMER, Secretary, High Commissioner's Office, and Mr. C. C. CHIPMAN, Assistant Secretary (address as above).
LIVERPOOL.....Mr. JOHN DYKE, 15 Water Street.
GLASGOW .....Mr. THOMAS GRAHAME, St. Enoch Square.
BELFAST .....Mr. CHARLES FOY, 29 Victoria Place.
DUBLIN.....Mr. THOMAS CONNOLLY, Northumberland House.
BRISTOL.....Mr. J. W. DOWN, Bath Bridge.

Information and pamphlets may also be obtained in many instances from the agents of the Steamship Companies. Many of these are supplied with pamphlets, maps and reports, issued by the Canadian Government. In Canada the Government has agents at the principal points throughout the country. The following is a list:

QUEBEC .....Mr. L. STAFFORD, Louise Embankment and Point Levis, Quebec
TORONTO.....Mr. J. A. DONALDSON, Strachan Avenue, Toronto, Ontario.
OTTAWA.....Mr. W. J. WILLS, Wellington Street, Ottawa, Ontario.
MONTREAL.....Mr. J. J. DALEY, St. James Street West, Montreal, Prov. of Quebec.
KINGSTON .....Mr. R. MACPHERSON, William Street, Kingston, Ontario.
HAMILTON .....Mr. JOHN SMITH, Great Western Railway Station, Hamilton, Ontario.
LONDON.....Mr. A. G. SMYTH, London, Ontario.
HALIFAX .....Mr. E. McC. CLAY, Halifax, Nova Scotia.
ST. JOHN .....Mr. S. GARDNER, St. John, New Brunswick.
WINNIPEG .....Mr. W. C. B. GRAHAME, Winnipeg, Manitoba.
EMERSON ..... .Mr. J. E. TETU, Railway Station, Emerson, Manitoba.
BRANDON .....Mr. THOMAS BENNETT, Office at the Railway Station.
MEDICINE HAT..Mr. MORRISON SUTHERLAND.
CALGARY.....Mr. ——— MIQUELON.
PORT ARTHUR...Mr. J. M. McGOVERN.
VICTORIA, B.C....Mr. JOHN JESSOP.

Other agents will be appointed for the North-West as the opening up of the country requires them.

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At all of the foregoing places there are offices and stations; at which all immigrants may rest and obtain temporary accommodation on their arrival.

These officers will afford the fullest advice and protection. They should be immediately applied to on arrival. All complaints should be addressed to them. They will also furnish information as to lands open for settlement in their respective provinces and districts, farms for sale, demand for employment, rates of wages, routes of travel, distances, expenses of conveyance; and will receive and forward letters and remittances for settlers, etc.

The immigrant may also write to the Department of Agriculture of the Government of Canada at Ottawa, for any information he may desire to obtain. Letters addressed "Department of Agriculture, Ottawa," are post free. This Department will also supply maps and pamphlets when required.

"All emigrants to Canada, with scarcely any exception, are now carried by ocean steamers, which are in every way better fitted and supplied for this service than the old sailing vessels. Emigrants are brought quickly over in eight or ten days, being amply supplied with good food. The numbers which can be carried, even in the most crowded or busiest times, are limited by the Imperial Passengers Act to such as can be properly carried without resorting to overcrowding, or such crowding as would be injurious to health. A certain number of feet of space is prescribed by law for each passenger. The steamships are in all cases inspected by officers of the Imperial Government before departure, to ensure the carrying out of the provisions of the Passengers Act.

The steamship owners are, however, as a rule, sufficiently alive to the conditions necessary to secure the comfort and well-being of their passengers, in order to continue to deserve public support, it being certain that those whom they have carried will send reports to their friends. From all this care and interest, it follows there is now very seldom room for any reasonable complaints. The old ship diseases, which were so common and so disastrous under the old system, are now almost unknown.

IMMIGRANT STATIONS IN CANADA.

At Quebec, on the Point Levis side, is the principal port of entry in Canada for immigrants from beyond the sea, and the Government at that point maintains a large establishment for their reception and proper care immediately on arrival. They can here obtain tickets for any point inland to which they may desire to go, if they have not been provided with through tickets before sailing. In this last case their steamship tickets are here exchanged. All their luggage is landed and passed through the Custom House, and all immigrants' effects in use enter duty free.

Immigrants can at this point obtain meals or provisions for use on the railway trains on very reasonable terms, under arrangements made by the Government and supervised by Government officials. Those who are absolutely indigent have meals provided for them at the expense of the Government; but as a rule it is better, and more consistent with the self-respect and self-reliance which are so generally the rule in a new country, that all those should pay their way who can.

Immigrants may mail letters or send telegrams to their friends from this point; and they may also exchange any money they may bring with them for the currency or money of the country without suffering any loss in difference of values in these transactions, the Government officials supervising everything under rules, by which they are guided, from the Department at Ottawa.

Immigrants who have any complaints about treatment should make them immediately after arriving at Quebec to Mr. Stafford, the Government agent, and he will take what action is necessary in the circumstances; but, as stated above, the arrangements and care are now so perfect on board the steamers, and particularly those of the principal lines, that there is very little room for anything of this kind. The stringent laws and rules in force were really made for a past state of things; but it is well it should be known that such protection exists.

Immigrants arriving at Halifax in winter, after the close of St. Lawrence navigation, will see Mr. E. McC. Clay, the Government agent at that point, where they will find all the provisions in force, as stated in the preceding paragraphs.

The laws passed by and Canadian Parliament contain strict provisions for the protection of immigrants, and for imposing severe penalties for all attempts to practise imposition upon them.

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There is at Quebec a medical officer of the Government, called the Inspecting Physician. His duty is to visit all immigrants on their arrival, and any of them who may be found sick receive careful attention and medical treatment, together with all necessary comforts.

Those immigrants who have no fixed destinations are generally directed by the Government agent to those places where they can find work or land, as the case may be.

Another officer of the Canadian Government travels with the immigrants on the trains to see that their wants are properly provided for, and that they are not subjected to any imposition on the road.

At Montreal, where there is an emigrant station, the immigrants are received by another agent of the Government. The indigent are supplied with meals, while those who can pay their own way are supplied, at very reasonable rates, by a Government contractor, under the supervision of the Government agent.

The same care and guidance accompanies immigrants west to Kingston, Ottawa, Toronto, Hamilton and London, Ont.; and still further west to the Province of Manitoba and the North-West Territory—Emerson, Winnipeg, Brandon, Qu'Appelle, Medicine Hat and Calgary, at all of which places there are Government agents and stations. The station at Toronto, which is the distributing point for the Province of Ontario, is a very extensive building, at which immigrants can rest and wash and clean themselves, and obtain meals. Generally, those seeking for employment immediately find it, the demand for labour of late having been in excess of the supply.

PERSONS WHO SHOULD AND SHOULD NOT EMIGRATE TO CANADA.

The information under this heading is fully given at page 2 of this Guide Book, to which the reader is referred. Allusion is here made to it, as it properly forms a consideration under the heading of this chapter of information and advice for intending emigrants.

THE TIME TO EMIGRATE.

Generally speaking, the best time to emigrate is in the very early spring for all classes of agriculturists. The agricultural labourer will then find his services in demand with the busy time that always comes during seed-time in Canada; and the agriculturist who intends to take up land for himself will arrive at the beginning of the season's operations. The agriculturist who goes te Manitoba may, by getting in a crop of oats or potatoes during the month of May or the first week in June, contribute greatly to the support of himself and family during the first year. Or again, if the agricultural labourer arrives in summer, about harvest time, he will find great demand and high wages for his services during the harvest months; and he will have no difficulty in getting on well from this point.

The farmer, too, who desires to take up land, if he comes in the summer time, may see the crops growing, and may thus have an opportunity to choose at leisure, and with advantage, the most advantageous location. In Manitoba and the North-West too the summer and autumn months are the best for moving about the country in search of land—or, as it is commonly called, "land-hunting"—for a suitable spot on which to settle. Having selected it, he may proceed to erect his house, and make his preparations for living over the winter; and, if he has means to do this, he may make his start with great advantage in the spring from being on the spot.

Common labourers and railway labourers, or navvies, may find work during any of the open months, that is, in spring, summer and autumn; and a great deal of work is now done in winter time by this class of labourers, particularly where rock-cutting and blasting are necessary; and there is also other work now done in the winter. Labourers of this kind will, as a rule, find their services most in demand in the open months, while the demand for them in the winter months will be much more limited. It is better, therefore, for labourers of this class to come during the summer months. It would not be advisable for any large number to come in the winter.

As respects mechanics connected with all the building trades, the same remarks apply. Very large numbers of buildings will be erected in the old Provinces and in Manitoba and the North-West, for some time to come, in consequence of the rapid extension of railways and the necessary buildings connected with them, and also in consequence of the very rapid settlement which is taking place in Manitoba and the North-West.

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Other mechanical operations connected with machinery, all branches of metal working, and carriage-making, being conducted in-doors, employ labour at all seasons of the year; and the demand for such labour in the several branches being to some extent special, will be from time to time specially made known. The demand in these branches has not any limit of seasons.

Female Domestic Servants may come during any month of the year, either winter or summer. There is a steady and great demand for this class at all seasons of the year, and it is likely to continue, especially in view of the very great extent of territory which is being settled in the North-West, and the excess of males over females in the population. Servant girls coming to Canada have not only the advantage of being sure to find good places, but they have better prospects of settling themselves comfortably in life, and themselves becoming heads of families, than in older communities. There is the special great advantage for this class in coming in the winter, namely, the steamships are less crowded. The voyage can be as safely made in winter as in summer, and nearly as comfortably, the temperature of the ocean not being much affected by the seasons.

It is advised, as otherwise stated in this Guide Book, that farmers and all others who come to Canada with means should, immediately on their arrival, deposit their money in a bank. The Savings Banks connected with the Post Office, for the security of which the Government is responsible, allow 4 per cent. interest on deposits. The Savings Banks connected with any of the chartered banks allow varying rates of interest, and deposits in any of these banks are specially protected and absolutely secure. Time should be taken to look carefully about before investing, that step being of the last and greatest importance. The money, while the immigrant is thus looking about, instead of being in danger of being lost, is, on the contrary, earning; and he himself may, with great advantage in many cases, do the same if any suitable work should offer, and thus have time to learn more fully and particularly the ways of the country.

OCEAN FARES AND BEST WAY TO REACH CANADA.

Formerly an advice was given to intending immigrants to select steamshíps instead of sailing vessels, although the fares for the former might be a little more expensive. It is scarcely necessary to repeat this advice, as few would now think of selecting a sailing vessel for a passage across the Atlantic, more particularly as the steerage fares are now so reasonable; and these again, in their turn, are reduced by the assisted passage rates of the Canadian Government in certain cases.

Of course the intending emigrant will find out the days of sailing of the steamships by the handbills or advertisements which are now so very generally published; and he will also find by the same means the rates of passage—cabin, intermediate and steerage. It may here be particularly pointed out, however, that the most favourable rates of assisted passages are offered to female domestic servants and families of agricultural labourers. Assisted passages are, however, afforded to other labourers. Application should be made to any Government agent to obtain information respecting the rates of assisted passages and the conditions necessary to obtain them.

The saloon passage includes all provisions and stateroom. The intermediate passage includes provisions, beds, bedding, and all necessary utensils. The steerage includes a plentiful supply of cooked provisions, but steerage passengers must provide their own beds and bedding, and eating and drinking tins. The outfit for a steerage passage is as follows: 1 mattress, 1s. 8d.; 1 pillow, 6d.; 1 blanket, 3s. 6d.; 1 water can, 9d.; 1 quart mug, 3d.; 1 tin plate, 3d.; 1 wash basin, 9d.; 1 knife and fork, 6d.; 2 spoons, 2d.; 1 pound marine soap, 6d.; 1 towel, 8d.; total, 9s. 6d. The whole of these articles can be ootained of any outfitter in Liverpool at one minute's notice. They may now, however, be hired at a merely nominal rate from some or all of the steamship companies.

All children above the age of twelve years are considered ocean adults, and charged full price. All children under twelve, and over one year old, are charged half-price; infants in arms being charged 10s. 6d. stg. Children under the ocean adult age have special rates made for them in the assisted passages of the Canadian Government.

The steerage passengers being so well provided with food on the steamships of the principal lines, need not think of providing themselves with any kind of provisions. If they should be sick, they will be attended to by the ship's doctor, and supplied with medical comforts.

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ABOUT BUYING TICKETS.

The intending emigrant will do well to put himself in communication with the agent of the steamship line by which he has made up his mind to sail, either living at or near the place where he resides. He will generally get all the information from such agent regarding the rates of passage, steamship outfit, and deposit to be made for securing his passage. Such agent, moreover, will probably be able to give him information respecting the Government assisted passages. On this subject it is, however, well to write to any of the Canadian Government agents, whose addresses are given on page 128.

An emigrant is generally advised to take his ticket to his place of destination in Canada, if that is fixed, as he will thereby be saved from the trouble of getting another ticket at the port of arrival; and in the case of assisted tickets, the lowest railway fares are added in the fares given by any of the agents of the steamship companies, either in taking an ordinary steerage ticket or an assisted passage.

Emigrants who have no fixed place of destination should take their tickets to Quebec; and at this point they will learn from the agent where they are likely to obtain work, and may take their further tickets accordingly.

The prices of all ocean passage tickets are generally very widely advertised in the newspapers, and by means of handbills, etc. Immigrants should avoid trusting touters and bad characters who very often loiter about shipping offices; and should take care only to have dealings with the regular agents of the steamship companies or the agents of the Government.

It happened formerly, also, that immigrants were particularly liable to imposition on their arrival at American ports, but this has now for the most part been done away with. Young girls, however, should be very careful not to suffer themselves to be approached by persons whom they do not know, either on board steamships or after their arrival.

Agriculturists in search of land, and specially those going to the North-West, should be very careful how they receive the glowing representations which are made to them by agents of land companies who will waylay them at many points on their journey, and particularly if the route taken should happen to be through some of the Western States. An immigrant bound for Manitoba should persevere, in spite of all representations or misrepresentations, in going to see for himself.

DURING THE PASSAGE.

As soon as the emigrant gets on board the steamship he should make himself acquainted with the rules he is expected to obey whilst at sea. These are generally printed and hung up in the steerage. He should do his best to carry them out; to be well-behaved, and to keep himself clean. He will thus add not only to his own health and comfort, but to that of those around him. If he should have any grievance or real cause of complaint during the passage, he should of course make it known to the captain, who will naturally seek to have justice done, as well for his own interest as for that of his ship and his employers. But if for any reason there should be a failure in this, the immigrant should make his complaint to the Government agent immediately upon landing at Quebec, while the ship is in port.

The master of the ship is responsible for any neglect or bad conduct on the part of the stewards, or any of the officers, or the crew. All steamships carrying emigrants have doctors on board, and in case of sickness, any emigrants will receive medical care and medicine, with such comforts as may be considered necessary by the doctor.

The large steamships have stewardesses to look after the female portion of the steerage passengers, who have separate and isolated accommodation in the better class of steamers: a necessary precaution where large numbers of both sexes are carried within a limited space.

LUGGAGE.

The attention of emigrants cannot be too particularly directed to everything about their luggage. In the first place, it is very desirable that they should not encumber themselves with unnecessary articles, as these, besides causing them a great deal of trouble may in the end cost a great deal more than they are worth.

On the steamship bills the passenger will find stated how many cubic feet of luggage he can take with him on board. Cabin passengers are allowed 20 cubic feet, intermediate

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passengers 15 feet, and steerage passengers 10 cubic feet of luggage free. It may, however, happen that the number of cubic feet of luggage which the steamship will allow is very much heavier than the 150 lbs. in weight allowed to each passenger on the Western railways.

The railways in the older Provinces of Canada are very liberal in dealing with emigrants' luggage, and will let pass anything that is not very much out of the way. On the Western railways, however, the luggage is weighed, and high freight rates are charged for all in excess of 150 lbs. weight per passenger. A family or party going together may have their luggage all weighed together, and no charge made unless there is an excess above an average of 150 lbs. for each. Many heavy lumbering things sometimes carried by immigrants are not worth paying the excess of freight for, and can be better and more cheaply purchased on arrival at their destination. The luggage and boxes or trunks of every passenger should be plainly marked with his name and destination.

All heavy luggage and boxes are stowed away in the hold, but the emigrant should put in a separate and small package the things he will require for use on the voyage; these he should keep by him and take into his berth.

Emigrants sometimes suffer great loss and inconvenience from losing their luggage. They should, therefore, be careful not to lose sight of it until it is put on shipboard; it is then perfectly safe. Upon arrival in Canada, it will be passed by the Customs officers and put into what is called the "baggage car" of the railway train, where it is "checked" to its destination. This means that there is attached to each article a little piece of metal with a number stamped on it, while a corresponding piece, similarly numbered, is given to the passenger to keep until his destination is reached. The Railway is then responsible for the safety of his luggage, and will not give it up until he shows his "check." This custom has great safety as well as convenience.

After arriving at Quebec or Halifax, however, the emigrant should see that his luggage is with him on the same train; and if he is going to the North-West *via* the United States, he must see that it is passed by the United States Customs officers there, and again put on the train. Many have suffered great loss of time and otherwise from not taking this precaution, their luggage having been left behind.

WHAT TO TAKE.

The emigrant should take with him as good a supply of clothing as he can. Woollen clothing and other kinds of wearing apparel, blankets, house-linen, etc., are generally cheaper in England than in Canada. Generally all bedding should be taken, and the covers or ticks of the beds, but not the materials with which they are stuffed, as these would be too bulky, and can readily be obtained on arrival.

Many of the little household necessaries which the emigrant possesses he might do well to bring, and they may prove very useful; but still it is advisable to consider well the weight and bulk, and how far it is worth while.

Articles of household furniture, crockery, stoves, or heavy articles of hardware, should be left behind or sold, except in some circumstances for special reasons which the emigrant will consider. It must be borne in mind that such articles are very liable to breakage, especially on long railway journeys to the West.

Agricultural labourers should not bring any of their tools with them, as these can easily be got in Canada, of the best kinds, and suited to the needs of the country. Generally speaking, the farming tools used in England would not be suitable for Canada.

Mechanics and artisans will of course bring the special tools for their special trades and pursuits; but they must bear in mind that there is no difficulty in buying any ordinary tools in Canada at reasonable prices, and that it is better to have the means of purchasing what they want after reaching their destination, than to be hampered with a heavy lot of luggage on their journey, causing them trouble and expense. As a general rule the tools made in America are lighter and better adapted to the needs of the country than those made in the Old Country.

MONEY.

In bringing out money from the United Kingdom, it is better to get a bill of exchange or a bank letter of credit for any large sum, as then there is no danger of its being lost. Any smaller sums are better brought in sovereigns or half sovereigns, as far as possible, rather than in silver or bank bills Even Bank of England bills are subject to the rate of exchange, which may vary, and not always in favour of the emigrant. But gold sovereigns

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and half sovereigns have always their absolute par value, which is fixed by law. On silver coins—shillings, florins, half crowns, etc.—the emigrant will lose. Take the shilling, for instance. Although it freely passes for the $\frac{1}{20}$th of a pound in England, it is not really worth that proportion, it being only what is called a "token," and not a legal tender except for small change, or in sums over £2, and in Canada it is only taken for what it is worth. Still, what silver the emigrant brings had better be in shillings. The values of English money in dollars and cents are given on page 15 of this Guide Book.

PRACTICAL SUGGESTIONS FOR INTENDING SETTLERS IN MANITOBA.

In view of the certainty that an influx of population into Manitoba will be the most marked feature of the immigration movement for many years to come, it is advisable to furnish particular directions respecting it in this place at the risk of some repetition of information in previous pages in this Guide Book.

The previous directions how to go, and what routes to take, from the United Kingdom, or the continent of Europe, are common to all immigrants; and all assisted passages to Canadian ports and facilities afforded to immigrants are common to those going to Manitoba; the word "Manitoba," in this particular, being also intended for the Canadian North-West, Manitoba being the gate-way.

Any intending settlers in Manitoba arriving at United States ports—either Boston or New York, should, if they have not already procured through tickets, at once get them to the point of destination without suffering themselves to be influenced and probably misled by specious misrepresentations made to them by persons interested in the sale of American railway lands. They should persist in proceeding to their destination to judge of the facts for themselves.

On arriving at Winnipeg the settler should put himself in communication with the officers of the Canadian Government, from whom he may obtain general information as to where he may find lands.

If the immigrant should be an artisan, mechanic or labourer, the Government Immigration Agent will afford him information as to how he should proceed to obtain work; and, in many cases, he will find that applications have been lodged with the agent making a demand for such service as he may probably be able to supply. The same remark applies to agricultural and common labourers, and also to female domestic servants.

It will be observed from the Table of Wages published in former editions of this Guide Book that the very high prices which then prevailed at Winnipeg and other points of the Canadian North-West Territory are not now quoted, arising from large numbers of immigrants, in proportion to the population of the country, having gone in to get them, thus bringing down the market. The quotations given are the actual prices paid at time of compilation at the close of 1885. They are, however, subject to change; and a demand for labour in any particular branch may raise wages to the former high figures. High wages are incident to the rapid development of wealth in a new country of immense extent, and they will probably for a long time continue to be high. At the same time it must be borne in mind that a new community may be, owing to the attraction of high wages, subject to a glut, as has in fact happened; that is, there is of course a limit to which any particular branch of industry might, at a given time, call for workmen. But there is practically no limit to the masses of men which the Canadian North-West can absorb, the territory being about as large as the whole of Europe, with illimitable resources to develop. The rate of wages paid in such conditions has naturally relation to what may be earned by a man who takes up 160 acres of Free Grant lands, for the plain reason that if a man is sure to make so much from the ready resource which is always open to him of taking up land, he will not work for wages at a very great disadvantage.

It is further to be remarked, that agricultural operations on the prairies are very simple and very easily learned, and men who have not been previously used to agriculture can, with the application of energy and good common sense, very soon become sufficiently proficient to be successful. Some of the agricultural tenant farmers' delegates, who visited Manitoba on the invitation of the Minister of Agriculture, stated in their reports that they were surprised to find men who had been in other pursuits than those of agriculture in the United Kingdom succeeding as farmers in Manitoba, and highly contented with the change of life and sense of independence it brought. One special instance cited was that of a waiter of a London eating-house, who had immigrated to Manitoba, taken up a free grant of land, and settled down as a fairly successful farmer, his previous occupation having been the most unpromising introduction to that of an agri-

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culturist. A colony of East Londoners were settled in the North-West Territories during 1884, near the Moosomin station of the Canadian Pacific Railway, and they have already adapted themselves to the ways of the country and done fairly well. It has happened that young men who have been engaged in offices, and other sedentary occupations, have settled on Government Free Grant lands in Manitoba with success and a sense of satisfaction. These statements are made to show what men can do who resolutely set about to adapt themselves to a given situation, rather than as a general invitation to men who would not have such power of adaptation to leave sedentary pursuits for the occupation of agriculture.

Any person whatever who goes to Manitoba—and more especially those who desire to take up land—should make himself acquainted with the system of the Dominion Lands Surveys and the marks on the maps—both the system of surveys and maps being quite different from those in the old Provinces and the Continent of Europe. The settler is referred to the directions under this heading in previous pages of this Guide Book in the chapter on Manitoba. The principles are very simple, and a half hour's study will make him acquainted with them; and a very little practice will enable him to apply them to any map or any portion of surveyed territory in which he may find himself placed.

In addition to learning the map and the arrangement of sections, parts of sections and townships on it, the settler should make himself acquainted, as soon as possible, with the *mounds, posts or monuments*, which are placed on the prairie itself, to mark the townships and sections down to quarter sections. So soon as a man has learned this he could not be lost in any surveyed part of the North-West; but, on the contrary, if he was dropped from the clouds or from a balloon in any part of that region he would set himself to work to find the nearest mounds and posts; and, from the figures and letters that he would find on them, he would know his exact position, and the bearings of the compass, and his distance from any given point, as accurately as the most approved appliances and a good observation of the sun enable a mariner to know his exact spot on the ocean.

A very full and exact direction how to obtain this information may be found in the "Land Prospector's Manual and Field Book," by Captain Chas. William Allen, of Winnipeg, which contains diagrams of the mounds and monuments, sections and townships; the whole officially approved by the Department of the Interior of the Government of Canada.

RATES OF WAGES AND COST OF ARTICLES OF LIVING IN CANADA.

The tables following contain the wages actually paid in Canada averaged at the close of 1885, and also the cost of the common articles of living, as reported by the agents of the Government in the cities and Provinces named. All wages, as above explained, are of course liable to variation with circumstances, but the figures given may be accepted as actual quotations at the date and places named in the tables.

It should be particularly borne in mind with respect to the Manitoba quotations, that they refer to the actual places named, and not to points in the North-West distant from those places, where all prices may be seriously affected by freight charges or other circumstances.

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AVERAGE RATE OF WAGES IN THE SEVERAL PROVINCES IN THE YEAR 1885

	PROVINCE OF ONTARIO.											
	Toronto.		Ottawa.		Kingston.		London.		Hamilton.		Port Arthur	
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Farm labourers—per day, without board	1 00 to	1 25	....	....	1 00 to	1 50	1 00 to	1 50	1 00 to	1 25	....	1 50
" per week, and board	3 00 "	3 50	....	....	....	....	3 00 "	4 00	3 00 "	3 75	5 00 to	6 00
" per month, and board	....	....	12 00 to	15 00	10 00 "	20 00	....	....	12 00 "	15 00	....	....
Female farm servants—per month, with board	5 00 "	6 00	6 00 "	8 00	5 00 "	8 00	6 00 "	7 00	7 00 "	10 00	10 00 "	12 00
Masons—per day, without board	2 50 "	2 75	....	2 50	2 25 "	2 75	....	2 50	2 50 "	2 70	2 50 "	3 00
Bricklayers " "	2 50 "	3 00	....	2 50	2 25 "	2 50	....	2 50	2 50 "	2 70	2 00 "	2 50
Carpenters " "	1 75 "	2 00	....	1 75	1 25 "	1 75	1 25 "	1 75	1 50 "	2 00	2 00 "	2 75
Lumbermen " "	....	....	....	1 75	1 25 "	1 50	....	....	1 25 "	1 75	1 50 "	2 50
" per month, with board	15 00 "	20 00	12 00 "	25 00	....	....	....	....	15 00 "	25 00	18 00 "	30 00
Shipwrights—per day, without board	1 75 "	2 00	....	....	1 25 "	1 50	....	....	1 75 "	2 25	2 25 "	2 75
Smiths " "	1 50 "	2 25	....	....	1 25 "	2 00	1 50 "	1 75	1 50 "	2 25	2 25 "	2 50
Wheelwrights " "	1 50 "	2 00	1 00 "	1 50	1 25 "	1 75	1 50 "	1 75	1 50 "	2 00	2 25 "	2 50
Gardeners—per month, with board	15 00 "	20 00	16 00 "	20 00	15 00 "	20 00	....	15 00	.....	....	40 00 "	50 00
" per day, without board	1 25 "	1 50	....	1 25	1 00 "	1 25	1 00 "	1 50	1 25 "	1 75	1 75 "	2 00
Female cooks, per month	9 00 "	12 00	6 00 "	8 00	7 00 "	10 00	10 00 "	12 00	9 00 "	12 00	40 00 "	50 00
Laundresses—per month	8 00 "	9 00	....	8 00	7 00 "	10 00	9 00 "	12 00	8 00 "	9 00	20 00	25 00
Female domestics, per month	6 00 "	8 00	6 00 "	8 00	5 00 "	9 00	7 00 "	9 00	7 00 "	10 00	12 00 "	16 00
General labourers—per day, without board	1 25 "	1 50	....	1 25	1 00 "	1 25	1 00 "	1 37	1 00 "	1 25	1 50 "	1 75
Minors—per month	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" per week	.....	.....	.....	.....	.....	.....	5 00 "	7 00	.....	.....	.....	.....
Miners—per day	....	1 00	0 70 "	1 25	1 25 "	1 50	....	....	.....	.....	2 25 "	2 50
Mill hands "	1 00 "	2 00	1 00 "	1 50	1 00 "	1 50	....	....	50 "	1 50	1 50 "	2 50
Engine drivers—per day	paid by trip		....	...	2 00 "	3 00	....	2 00	2 75 "	3 25	2 50 "	4 50
" per month	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Saddlers—per day	1 25 "	2 00	1 00 "	1 20	1 25 "	1 50	1 00 "	2 00	1 25 "	1 75	2 25 "	2 50
Bootmakers "	1 25 "	2 00	by piece		1 25 "	1 60	1 50 "	2 00	1 25 "	2 00	2 00 "	2 75
Tailors "	1 25 "	2 00	"		1 25 "	1 75	1 50 "	1 75	1 25 "	2 50	2 50 "	3 50
Painters	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boiler makers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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AVERAGE RATE OF WAGES IN THE SEVERAL PROVINCES IN THE YEAR 1885.—Continued.

	PROVINCE OF QUEBEC.		NEW BRUNSW'K.		NOVA SCOTIA.		BRITISH COLUMBIA.		PROVINCE OF MANITOBA				N. W. TERRITORIES.	
	MONTREAL.		ST. JOHN'S.		HALIFAX.		VICTORIA.		WINNIPEG.		BRANDON.		QU'APPELLE.	
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Farm labourers—per day, without board	1 00 to	1 25	1 20 to	1 50	1 00 to	1 25	1 50 to	2 00	....	1 25	1 00 to	2 00	....	....
Farm labourers—per week, and board	....	....	3 00 "	4 00	5 00 "	8 00	6 00 "	7 50	....	2 75	4 00 "	8 00	....	....
" per m'th, and board	15 00 "	25 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25 00 "	35 00
" per m., without b'd	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40 00 to	50 00
Female farm servants—per month, with board	5 00 "	10 00	5 00 "	7 00	....	....	4 00 "	6 00	....	10 00	8 00 "	15 00	....	....
Masons—per day, without board	1 50 "	2 00	2 25 "	2 50	....	2 50	4 00 "	5 00	....	2 00	....	3 00	....	....
Bricklayers " "	1 50 "	2 50	2 75 "	3 00	....	2 50	....	....	....	2 00	3 00 "	4 00	3 00 "	4 00
Carpenters " "	1 50 "	2 00	1 50 "	2 00	1 66 "	2 00*	3 00 "	3 75	....	1 50	2 00 "	3 00	3 00 "	4 00
Lumbermen " "	.....	.....	.....	.....	.....	.....	2 50 "	3 00	....	....	2 00 "	3 00	2 00 "	3 00
" per month, with board	22 00 "	28 00	15 00 "	20 00	15 00 "	20 00	....	....	.....	.....	.....	.....	.....	.....
Shipwrights—per day, without board	1 50 "	2 00	1 50 "	2 00	1 50 "	2 25	4 00 "	4 50	.....	.....	.....	.....	.....	.....
Smiths " "	1 50 "	1 75	....	1 50	1 50 "	2 00	3 00 "	3 75	....	1 50	2 00 "	3 00	....	2 50
Wheelwrights " "	1 25 "	1 50	2 00 "	3 00	1 25 "	2 00	3 50 "	4 00	....	....	2 00 "	3 00	....	3 00
Gardeners—per month, with board	20 00 "	25 00	12 00 "	16 00	....	....	....	....	....	20 00	....	....	....	30 00
" " without board	....	....	20 00 "	25 00	....	....	....	....	....	....	....	....	....	....
" per day, with board	....	....	....	....	1 10 "	1 25	....	....	....	....	1 00 "	2 00	....	....
" " without board	1 00 "	1 25	....	....	.. ..	1 65	2 00 "	2 50	....	....	1 50 "	2 50	....	....
Female cooks—per month	8 00 "	10 00	10 00 "	12 00	6 00 "	12 00	1 25 "	1 50†	....	15 00	15 00 "	30 00	20 00 "	40 00
Laundresses—per month	....	....	.. ..	....	12 00 "	20 00	(Chinese)		....	20 00	....	....	....	....
" " with board	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 00 "	18 00	....	20 00
" per day	75 "	1 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " with board	....	....	0 60 "	0 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Female domestics—per month	5 00 "	10 00	6 00 "	10 00	5 00 "	8 00	15 00 "	25 00	7 00	15 00	8 00 "	15 00	12 00 "	16 00
General labourers—per day, without board	1 00 "	1 25	1 30 "	1 50	1 00 "	1 25	1 50 "	2 00	....	1 50	1 25 "	1 50	1 50 "	2 00
Minors—per month	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" per week	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miners—per day	1 50 "	2 00	0 50 "	0 80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mill hands	1 00 "	1 50	1 25 "	2 00	0 60 "	1 00	2 00 "	2 50	....	....	1 50 "	2 50	....	2 25
Engine drivers—per day	1 75 "	2 50	....	....	....	....	2 50 "	3 00	....	....	2 50 "	3 50	....	3 00
" per month	....	....	36 00 "	55 00	50 00 "	60 00	....	....	....	....	....	....	....	....
Saddlers—per day	1 50 "	2 00	1 00 "	1 50	1 75 "	2 00	2 00 "	3 00	....	....	1 50 "	2 50	....	2 00
Bootmakers "	1 25 "	2 00	....	1 50	....	8 00‡	....	....	....	....	1 50 "	2 50	....	2 00
Tailors "	1 00 "	2 00	1 50 "	2 00	10 00 "	12 00‡	2 50 "	3 00†	....	2 00	1 50 "	2 50	....	2 00
Painters—per week	.....	.....	.....	.....	9 00 "	12 00	.....	.....	.....	.....	.....	.....	.....	.....
Boiler makers per week	.....	.....	.....	.....	10 00 "	12 00	.....	.....	.....	.....	.....	.....	.....	.....

* With board. † Per day. ‡ Per week.

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LIST OF RETAIL PRICES OF THE ORDINARY ARTICLES OF FOOD AND RAIMENT REQUIRED BY THE WORKING CLASSES.

PRICES IN THE YEAR 1885.

ARTICLES.	PROVINCE OF ONTARIO.									
	TORONTO.		LONDON.		HAMILTON.		OTTAWA.		KINGSTON.	
PROVISIONS—	$ c. to $ c.		$ c. to $ c.		$ c. to $ c.		$ c. to $ c.		$ c. to $ c.	
Bacon, per lb	0 10 to 0 14		0 10 to 0 14		0 10 to 0 14		0 10 to 0 14		0 10 to 0 14	
Bread, best white, per loaf	0 11 " 0 12		0 11 " 0 12		0 11 " 0 12		0 11 " 0 12		0 11 " 0 12	
" " brown, "	... 0 10		.... 0 10		.... 0 10		... 0 10		.... 0 10	
Butter, packed, per lb	0 13 to 0 15		0 13 to 0 15		0 13 to 0 15		0 13 to 0 15		0 13 to 0 15	
" fresh "	0 15 " 0 20		0 15 " 0 20		0 15 " 0 20		0 15 " 0 20		0 15 " 0 20	
Beef, per lb	0 08 " 0 12		0 08 " 0 12		0 08 " 0 12		0 08 " 0 12		0 08 " 0 12	
Mutton, "	0 08 " 0 10		0 08 " 0 10		0 08 " 0 10		0 08 " 0 10		0 08 " 0 10	
Veal, "	0 09 " 0 10		0 09 " 0 10		0 09 " 0 10		0 09 " 0 10		0 09 " 0 10	
Pork, "	..... 0 11		.... 0 11		.... 0 11		.... 0 11		.... 0 11	
Beer, per quart	0 07 to 0 10		0 07 to 0 10		0 07 to 0 10		0 07 to 0 10		0 07 to 0 10	
Candles, per lb.	0 09 " 0 10		0 09 " 0 10		0 09 " 0 10		0 09 " 0 10		0 09 " 0 10	
Cheese, "	0 10 " 0 15		0 10 " 0 15		0 10 " 0 15		0 10 " 0 15		0 10 " 0 15	
Coffee, "	0 25 " 0 30		0 25 " 0 30		0 25 " 0 30		0 25 " 0 30		0 25 " 0 30	
Cornmeal, per 100 lbs	2 00 " 2 50		2 00 " 2 50		2 00 " 2 50		2 00 " 2 50		2 00 " 2 50	
Eggs, per doz	0 10 " 0 15		0 10 " 0 15		0 10 " 0 15		0 10 " 0 15		0 10 " 0 15	
Flour, per barrel, first quality	5 00 " 5 40		5 00 " 5 40		5 00 " 5 40		5 00 " 5 40		5 00 " 5 40	
" " second quality	4 75 " 5 00		4 75 " 5 00		4 75 " 5 00		4 75 " 5 00		4 75 " 5 00	
" Buckwheat, per 100 lbs	..... 2 50		.... 2 50		.... 2 50		... 2 50		.... 2 50	
Fish, dry or green cod, per cwt	5 00 to 6 00		5 00 to 6 00		5 00 to 6 00		5 00 to 6 00		5 00 to 6 00	
Firewood, per cord	2 50 " 5 00		2 50 " 5 00		2 50 " 5 00		2 50 " 5 00		2 50 " 5 00	
Ham, per lb.	0 10 " 0 15		0 10 " 0 15		0 10 " 0 15		0 10 " 0 15		0 10 " 0 15	
" shoulders, per lb	0 08 " 0 10		0 08 " 0 10		0 08 " 0 10		0 08 " 0 10		0 08 " 0 10	
Herrings, per barrel	4 00 to 4 50		4 00 " 4 50		4 00 " 4 50		4 00 " 4 50		4 00 " 4 50	
Mustard, per lb	..... 0 20		.. . 0 20		.... 0 20		.... 0 20		.... 0 20	
Milk, per quart	0 04 to 0 06		0 04 to 0 06		0 04 to 0 06		0 04 to 0 06		0 04 to 0 06	
Oatmeal, per 100 lbs	2 25 " 2 50		2 25 " 2 50		2 25 " 2 50		2 25 " 2 50		2 25 " 2 50	
Pepper, per lb.	..... 0 15		. ... 0 15		.... 0 15		... 0 15		.... 0 15	
Potatoes, per bag of one bushel and a half	0 45 to 0 60		0 45 to 0 60		0 45 to 0 60		0 45 to 0 60		0 45 to 0 60	
Rice, per lb	..... 0 05		..... 0 05		.... 0 05		.... 0 05		.... 0 05	
Soap, yellow, per lb	0 03 to 0 05		0 03 to 0 05		0 03 to 0 05		0 03 to 0 05		0 03 to 0 05	
Sugar, brown, per lb	0 05 " 0 06		0 05 " 0 06		0 05 " 0 06		0 05 " 0 06		0 06 " 0 06	
Salt, per bushel	... .. 0 25		..... 0 25		.... 0 25		.... 0 25		.... 0 25	
Tea, black, per lb	.... 0 30		.... 0 30		.... 0 30		.... 0 30		.... 0 30	
" green, "	.... 0 30		.... 0 30		.... 0 30		... 0 30		.... 0 30	
Tobacco "	0 25 to 0 45		0 25 to 0 45		0 25 to 0 45		0 25 to 0 45		0 25 to 0 45	
Coal Oil, per gallon	.... 0 20		.... 0 20		.... 0 20		.... 0 20		.... 0 20	
Molasses										

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LIST OF RETAIL PRICES OF THE ORDINARY ARTICLES OF FOOD AND RAIMENT REQUIRED BY THE WORKING CLASSES—Continued.

PRICES IN THE YEAR 1885.

ARTICLES.	PROVINCE OF ONTARIO.									
	TORONTO.		LONDON.		HAMILTON.		OTTAWA.		KINGSTON.	
CLOTHING, ETC.—	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Coats, under, tweed	5 00	to 7 00	4 50	to 6 00	4 00	to 6 00	6 00	to 10 00	5 00	to 8 00
" over, "	7 00	" 15 00	5 00	" 9 00	6 00	" 10 00	12 00	" 20 00	7 00	" 10 00
Trowsers, "	2 00	" 4 00	2 00	" 5 00	2 00	" 3 00	2 00	" 5 00	2 00	" 4 00
Vests, "	1 50	" 2 50	1 00	" 2 50	1 00	" 1 50	1 50	" 3 00	1 25	" 2 00
Shirts, flannel	1 00	" 1 75	1 00	" 1 50	1 25	" 2 00	0 50	" 1 75	0 50	" 1 25
" cotton	0 50	" 1 00	0 60	" 1 25	0 50	" 1 00	0 50	" 2 00	0 40	" 1 00
" under, "wove"	0 75	" 1 50	0 40	" 1 00	0 40	" 1 00	0 75	" 2 00	0 50	" 1 00
Drawers, woollen, "wove"	0 75	" 2 00	0 40	" 1 50	0 75	" 1 00	0 75	" 2 00	0 60	" 1 25
Hats, felt	1 00	" 2 00	0 50	" 1 00	1 00	" 1 50	1 00	" 2 50	0 90	" 1 50
Socks, worsted	0 25	" 0 50	....	0 25	0 25	" 0 50	0 20	" 0 40	0 20	" 0 35
" cotton	0 15	" 0 35	0 12	" 0 30	0 10	" 0 35	0 10	" 0 30	0 10	" 0 25
Blankets	2 50	" 5 00	2 00	" 5 00	2 00	" 5 00	2 00	" 9 00	1 75	" 5 00
Rugs	1 00	" 3 00	1 00	" 2 00	1 00	" 1 50	1 00	" 4 50	1 00	" 4 00
Flannel, per yard	0 15	" 0 55	0 20	" 0 50	0 20	" 0 45	0 30	" 0 55	0 20	" 0 45
Cotton Shirting, per yard	0 06	" 0 15	0 08	" 0 15	0 05	" 0 10	0 05	" 0 12	0 07	" 0 15
Sheeting, per yard	0 20	" 0 30	0 25	" 0 40	0 20	" 0 30	0 18	" 0 30	0 07	" 0 10
Canadian Cloth, per yard	0 40	" 1 00	0 50	" 1 00	0 40	" 0 75	....	....	0 50	" 0 75
Shoes, men's	0 90	" 2 00	1 00	" 2 00	1 00	" 1 50	1 25	" 3 75	1 25	" 2 50
" women's	0 75	" 1 50	1 00	" 1 50	1 00	" 1 25	0 50	" 1 50	0 75	" 1 50
Boots, men's	1 00	" 4 00	2 00	" 3 00	1 75	" 2 25	2 25	" 10 00	2 00	" 6 00
" women's	1 00	" 2 00	....	1 50	1 00	" 2 00	1 00	" 3 50	1 15	" 2 50
India Rubber Overshoes, men's	0 50	" 1 00	....	....	0 60	" 0 75	....	0 75	....	0 70
" " " women's	0 45	" 1 00	0 50	" 0 75	0 40	" 0 50	....	0 50	....	0 50

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LIST OF RETAIL PRICES OF THE ORDINARY ARTICLES OF FOOD AND RAIMENT REQUIRED BY THE WORKING CLASSES—Continued.

PRICES IN THE YEAR 1885.

ARTICLES.	PROVINCE OF QUEBEC.		NEW BRUNSWICK.	NOVA SCOTIA.	MANITOBA.	
	MONTREAL.	COATICOOK.	ST. JOHN.	HALIFAX.	BRANDON.	WINNIPEG.
PROVISIONS—	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.
Bacon, per lb	0 10 to 0 14	.... 0 13	0 14 to 0 18	.... 0 14	0 10 to 0 12	.... 0 15
Bread, best white, 4 lbs	.... 0 12	.... 0 12	.... 0 11	.... 0 12	.... 0 13	.... 0 13
" brown, 6 lbs	.... 0 15	.... 0 15	.... 0 15	.... 0 15	.... 0 15	.... 0 15
Butter, salt, per lb	0 13 to 0 15					
" fresh, "	0 15 " 0 20	....	0 20 to 0 25	.... 0 26	....	....
Beef, per lb	0 08 " 0 12	.... 0 10	0 08 " 0 12	0 06 to 0 14	0 07 to 0 12½	0 10 to 0 15
Mutton, per lb	.... 0 10	.... 0 10	0 06 " 0 8	0 07 " 0 09	0 10 " 0 15	0 12 " 0 18
Veal, "	0 09 to 0 10	.... 0 10	0 04 " 0 07	0 06 " 0 08	....	0 15 " 0 20
Pork, "	.... 0 10	.... 0 10	0 08 " 0 10	.... 0 12	0 05 to 0 12½	0 12 " 0 15
Beer, per quart	.... 0 10	.... 0 10	0 10 " 0 12	.... 0 12	....	.... 0 10
Candles, per lb	0 09 to 0 10	.... 0 15	0 14 average.	.... 0 14	0 12 to 0 30	0 15 to 0 30
Cheese, "	0 10 " 0 15	.... 0 12	0 12 to 0 14	.... 0 16	.... 0 15	0 15 " 0 18
Coffee, "	0 25 " 0 30	0 25 to 0 30	0 25 " 0 36	0 25 to 0 30	0 35 to 0 50	0 25 " 0 40
Cornmeal, per 100 lbs	2 00 " 2 50	.... 1 70	1 75 " 2 00	.... 2 40	.... 4 00	.... 3 50
Eggs, per doz	0 10 " 0 15	.... 0 20	0 15 " 0 25	0 15 to 0 25	.... 0 25	0 20 to 0 30
Flour, per barrel, first quality	.... 5 50	.... 6 00	5 30 " 5 75	.... 5 75	4 00 to 5 00	.... 5 00
" " second quality	4 50 to 5 00	.... 5 00	4 50 " 5 00	.... 5 35	3 00 " 4 00	.... 4 50
" Buckwheat, per 100 lbs	.... 2 50	.... 2 00	2 50 " 3 00	.... 4 00	....	.... 6 50
Fish, dry or green cod, per cwt	5 00 to 6 00	.... 8 00	3 00 " 3 50	.... 4 00	.... 9 00	.... 7 00
Firewood, per cord	2 50 " 5 00	.... 1 75	5 00 " 6 00	3 00 to 4 50	4 00 to 5 50	4 50 to 5 50
Ham, per lb	0 10 " 0 15	.... 0 14	0 14 " 0 18	.... 0 17	.... 0 15	.... 0 15
" shoulders, per lb	0 08 " 0 10	.... 0 11	0 10 " 0 12	.... 0 17	.... 0 12	.... 0 13
Herrings, per barrel	4 00 " 4 50	.... 6 50	2 50 " 5 00	.... 4 14	....	.... 10 00
Mustard, per lb	.... 0 20	.... 0 34	0 20 " 0 40	.... 0 25	0 30 to 0 50	0 30 to 0 40
Milk, per quart	0 04 to 0 06	.... 0 05	0 05 " 0 06	.... 0 06	0 05 " 0 07	.... 0 05
Oatmeal, per 100 lbs	2 25 " 2 50	.... 3 50	2 50 " 2 75	.... 3 25	.... 6 00	2 50 to 2 75
Pepper, per lb	.... 0 20	.... 0 25	0 20 " 0 25	.... 0 25	0 30 to 0 50	0 30 " 0 40
Potatoes, per bushel	0 30 to 0 40	.... 0 30	0 40 " 0 80	.... 0 60	0 35 " 0 40	.... 0 35
Rice, per lb	.... 0 05	.... 0 05	0 04 " 0 05	.... 0 05	.... 0 07	0 06 to 0 07
Soap, yellow, per lb	0 03 to 0 05	.... 0 08	0 04 " 0 06	.... 0 04	0 05 to 0 10	0 05 " 0 08
Sugar, brown "	0 05 " 0 06	.... 0 06	0 05 " 0 06	.... 0 06	0 07 " 0 10	0 06 " 0 08
Salt, per bushel	.... 0 25	.... 0 40	0 20 " 0 25	.... 0 40	.... 0 85	.... 0 75
Tea, black, per lb	.... 0 30	.... 0 50	0 25 " 0 50	0 25 to 0 50	0 25 to 0 50	0 20 to 0 60
" green "	.... 0 30	.... 0 50	0 30 " 0 60	0 35 " 0 50	0 35 " 0 50	0 20 " 1 00
Tobacco "	0 25 to 0 45	0 35 to 0 60	0 35 " 0 50	.... 0 49	0 40 " 0 75	0 50 " 0 75
Coal Oil, per gallon						
Molasses, "			0 40 to 0 50			

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LIST OF RETAIL PRICES OF THE ORDINARY ARTICLES OF FOOD AND RAIMENT REQUIRED BY THE WORKING CLASSES—Continued.

PRICES IN THE YEAR 1885.

ARTICLES.	PROVINCE OF QUEBEC.				NEW BRUNSWICK.		NOVA SCOTIA.		MANITOBA.	
	MONTREAL.		COATICOOK.		ST. JOHN.		HALIFAX.		BRANDON.	
CLOTHING, ETC.—	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Coats, under, tweed	....	5 00	4 50 to	8 00	3 25 to	5 00	....	5 50	4 00 to	10 00
" over, "	8 00 to	12 00	5 00 "	12 00	5 00 "	7 00	....	9 00	9 00 "	15 00
Trowsers, "	2 50 "	3 50	3 00 "	5 00	2 00 "	5 00	2 50 to	4 00	3 00 "	6 50
Vests, "	1 00 "	2 00	2 00 "	3 00	1 00 "	2 00	....	1 75	1 00 "	4 00
Shirts, flannel	1 50 "	2 00	1 50 "	2 25	0 75 "	1 50	....	1 50	0 75 "	1 50
" cotton	....	1 00	0 50 "	1 25	0 40 "	0 75	0 40 "	1 50	0 45 "	2 25
" under, "wove,"	....	0 75	0 50 "	1 00	0 50 "	1 00	0 50 "	1 25	0 45 "	2 25
Drawers, woollen, "wove,"	....	0 75	0 75 "	1 25	0 50 "	1 00	0 50 "	0 75	0 65 "	1 00
Hats, felt	1 00 "	2 50	0 75 "	2 00	0 65 "	1 00	....	1 00	0 50 "	1 00
Socks, worsted	0 25 "	0 30	0 25 "	0 50	0 25 "	0 50	0 20 "	0 45	0 25 "	0 40
" cotton	0 20 "	0 25	0 20 "	0 30	0 10 "	0 30	0 12 "	0 25	0 08 "	0 20
Blankets, per pair	3 00 "	5 00	....	....	1 25 "	3 50	2 00 "	3 00	2 50 "	4 00
Rugs	....	1 50	....	....	1 00 "	1 50	....	1 25	1 50 "	3 00
Flannel, per yard	0 30 "	0 50	0 35 "	0 50	0 20 "	0 50	0 20 "	0 45	0 30 "	0 45
Cotton Shirting, per yard	0 08 "	0 12	0 09 "	0 14	0 10 "	0 15	0 08 "	0 15	0 12 "	0 18
Sheeting, "	0 18 "	0 30	0 20 "	0 35	0 20 "	0 30	0 20 "	0 45	0 15 "	0 25
Canadian cloth, "	0 35 "	0 50	0 50 "	0 80	0 50 "	1 00	....	0 75	0 50 "	1 25
Shoes men's	....	2 50	1 25 "	3 00	1 00 "	1 50	....	2 00	1 25 "	1 75
" women's	....	2 00	1 00 "	2 50	0 90 "	1 00	....	1 25	1 15 "	2 25
Boots, men's	....	3 50	1 75 "	4 00	1 80 "	3 25	....	3 50	2 50 "	5 00
" women's	....	2 50	....	....	0 90 "	1 20	....	1 75	2 25 "	5 00
India Rubber Overshoes, men's	....	0 75	....	0 75	....	0 70	....	1 75	0 75 "	1 25
" " " women's	....	0 60	....	....	0 50 "	0 60	....	1 75	0 75 "	1 00
Men's Felt Boots									1 50 "	3 00
" Mennonite Felt Socks									0 75 "	1 00
" Moccasins									1 00 "	2 25
Ladies' "									1 00 "	1 75

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The preceding tables show the relative proportions between rates of wages and the cost of living. Of course, wages may fluctuate with circumstances in different localities, and so may the items which form the cost of living. In the older Provinces, however, fluctuations of this kind are not likely to be so great as in a new community, such as in Manitoba or the North-West, for instance.

Both the rates of wages and the cost of living are generally higher in Manitoba and the North-West than in the older Provinces. This state of things is incident to the particular circumstances of a new community, and especially in view of the suddenly rapid development which has taken place in Manitoba—a Province which is distant from the old centres, and one, moreover, which it takes the workingman considerable time and money to reach. In Manitoba there has been what is called a "rush" to obtain land. Large sums have been expended both by the Canadian Pacific Railway and the Government. The effect has been to create excitement and high prices; but things are now beginning to settle down to the level of the older Provinces.

A gentleman from England, who visited Canada to examine into the suitability of this country as a field for English immigration, inquired of the Department of Agriculture whether it would not be possible to indicate officially, and with precision, what kinds of mechanics, artisans or labourers, and in what numbers, would be sure to obtain work. This question is the first to occur to all men who give particular consideration to the subject of immigration. It is the object of this Guide Book to furnish the information that will form the most intelligible answer to the question.

The classes who would be sure to do well in this country, and the numbers in which they are invited to come, have been fully indicated. But it may be repeated here, and cannot be too well borne in mind, that there is practically no limit to the demand for men to work the land, and for women to assist in domestic service. Next in order of numbers would come those mechanics and artisans who do the work of building in all its branches, incident to opening up a new country. But these should only come when specially required.

The Department of Agriculture did, a few years ago, send circulars to all parts of the Dominion to ascertain what numbers and what classes of immigrants were required in each locality, especially the numbers of labourers, other workmen and female domestics. The Department caused the answers received to be tabulated; and these indicated that in the five Provinces of Ontario, Quebec, New Brunswick, Nova Scotia and Manitoba, nearly 150,000 persons of these classes were required.

This system of ascertaining and tabulating the wants of localities was not continued, for the reason that it was found to be impossible to obtain and transmit such lists to the United Kingdom in time to have the wants supplied. The time required to make representations to the emigrating classes, and afterwards for them to act on such representations, was too long to make that system of any practical use; and the conditions of a locality became changed in the meanwhile, other incomers supplying the wants. The practical course now taken is: the agents of the Department take means to inform themselves of the demand for labour of all sorts within their several districts, and direct the immigrants accordingly on their arrival. This system is found to be effective, and experience has demonstrated it to be the only one available. Those agents, in their respective localities, keep books of application and registration. It is practically found that prosperous times and the opening up of new lands attract a large immigration, while, on the contrary, times of commercial crisis and depression check it.

Lastly, it may be pointed out that the communities which have been built up chiefly by emigration are among the most thriving, energetic and prosperous in the world. The group of Australian colonies, the United States and Canada, are examples of this. The men and women who voluntarily emigrate are naturally not the least energetic or enterprising of the peoples from which they come, and fresh stimulus is given when they find in the new country the conditions of success in life open before them on almost every side. It is not simply or mainly, therefore, a question of the higher wages an immigrant can earn in the new country; but, although he may be called upon to endure some hardships, it is the chance of bettering his position in life; a chance which has come for hundreds of thousands who were poor, and are now well-to-do and even rich—for large communities, in fact, now claiming the rank of nations.

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APPENDIX.

DOMINION LANDS REGULATIONS.

Under the Dominion Lands Regulations all surveyed even-numbered sections, excepting 8 and 26, in Manitoba and the North-West Territories, which have not been homesteaded, reserved to provide wood lots for settlers, or otherwise disposed of or reserved, are to be held exclusively for homesteads and pre-emptions.

HOMESTEADS.

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

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

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

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

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

In the event of a homesteader desiring to secure his patent within a shorter period than the three years provided by law, he will be permitted to purchase his homestead on furnishing proof that he has resided on the land for at least twelve months subsequent to date of homestead entry.

PRE-EMPTIONS.

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

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

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

TIMBER.

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

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

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

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PAYMENTS.

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

COAL.

Coal Districts have been set apart as follows:

1. On the Souris River, south of Moose Mountain.
2. On the South Saskatchewan River, near Medicine Hat.
3. On the North Saskatchewan River, near Edmonton.
4. On the Bow River.
5. On the Belly River.

The price per acre is, for land containing lignite or bituminous coal, $10.00, and for anthracite coal, $12.50.

When two or more parties apply to purchase the same land, tenders will be invited.

GRAZING LANDS.

Leases of Grazing Lands may be obtained for a period not exceeding twenty-one years, but no single lease shall cover a greater area than 100,000 acres.

The rental is two cents an acre per annum.

The lessee is obliged, within each of the three years from the date of granting the lease, to place upon his leasehold not less than one-third of the whole amount of the stock which he is required to place upon the tract leased, namely, one head of cattle for every ten acres of land embraced by the lease, and shall during the rest of the term maintain cattle thereon in at least that proportion.

After placing the prescribed number of cattle upon his leasehold, the lessee may purchase land, within the tract leased, for a home, farm and corral.

MINERAL LANDS.

Any person may explore vacant Dominion lands not appropriated or reserved by Government for other purposes, and may search therein, either by surface or subterranean prospecting, for mineral deposits, with a view to obtaining a mining location for the same, but no mining location shall be granted until the discovery of the vein, lode, or deposit of mineral or metal within the limits of the location or claim

On discovering a mineral deposit any person may obtain a mining location, upon marking out his location on the ground, in accordance with the regulations in that behalf, and filing with the Agent of Dominion Lands for the district, within ninety days from discovery, an affidavit in form prescribed by Mining Regulations, and paying at the same time an office fee of five dollars, which will entitle the person so recording his claim to enter on the land and work it for one year.

At any time before the expiration of one year from the date of recording his claim, the claimant may, upon filing proof with the Local Agent that he has expended in actual mining operations on the claim the amount prescribed in the Mining Regulations in that behalf, by paying to the Local Agent therefor the price per acre fixed by the regulations, and a further sum of fifty dollars to cover the cost of survey, obtain a patent for said claim as provided in the said Mining Regulations.

INFORMATION.

Full information respecting the Land, Timber, Coal and Mineral Laws, and copies of the regulations, may be obtained upon application to THE MINISTER OF THE INTERIOR, Ottawa, Ontario; THE COMMISSIONER OF DOMINION LANDS, Winnipeg, Manitoba; or to any of the Dominion Land Agents in Manitoba or the North-West Territories.

A. M. BURGESS,
Dep. Minister of Interior.

LIST OF DOMINION LAND AND CROWN TIMBER AGENTS IN MANITOBA AND NORTH-WEST TERRITORIES.

Name of Agent.	Name of District.	Agency.	Post Office Address of Agent.
A. H. Whitcher.....	Winnipeg.....	Dominion Lands	Winnipeg, Manitoba.
W. H. Hiam	Dufferin..	" "	Manitou, "
W. M. Hilliard.....	Little Saskatchewan.	" "	Minnedosa, "
W. G. Pentland.....	Birtle.....	" "	Birtle, "
E. Clementi Smith....	Souris.....	" "	Brandon, "
John Flesher, Acting.	Turtle Mountain.....	" "	Deloraine, "
W. H. Stevenson	Qu'Appelle.....	" "	Regina, Assiniboia, N. W. T.
John McTaggart.....	Prince Albert.....	" "	Pr. Albert. Saskatchewan, "
J. J. McHugh.....	Coteau	" "	Carlyle, Assiniboia, "
Edward A. Nash.....	Battleford....	" "	Battleford, Saskatchewan, "
Amos Rowe.	Calgary.....	" "	Calgary, Alberta, "
P. V. Gauvreau	Edmonton.....	" "	Edmonton, Alberta, "
E. F. Stephenson	Winnipeg.....	Crown Timber	Winnipeg, Manitoba.
Thos. Anderson.....	Edmonton.....	"	Edmonton, Alberta. N. W. T.
C. L. Gouin.....	Calgary.....	" "	Calgary, " "
D. J. Waggoner.....	Prince Albert.	" "	Pr. Albert, Saskatchewan, "

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CANADIAN PACIFIC RAILWAY COMPANY'S LANDS.

REGULATIONS FOR THE SALE OF LAND.

The Company offers for sale agricultural lands in Manitoba and the North-West of the finest quality. The lands within the railway belt, extending 24 miles from each side of the main line, will be disposed of at prices ranging from $2.50 (10s. sterling) per acre upwards, WITH CONDITIONS REQUIRING CULTIVATION. Prices of lands without conditions of cultivation may be obtained from the Land Commissioner. When cultivation or settlement forms part of the consideration, a rebate for cultivation will be allowed as hereinafter described. These regulations are substituted for and cancel those hitherto in force.

TERMS OF PAYMENT.

If paid for in full at time of purchase, a Deed of Conveyance of the land will be given; but the purchaser may pay one-sixth in cash, and the balance in five annual instalments, with interest at six per cent. per annum, payable in advance. Payments may be made in Land Grant Bonds. which will be accepted at ten per cent. premium on their par value and accrued interest. These bonds can be obtained on application at the Bank of Montreal, Montreal, or at any of its agencies.

REBATE.

A rebate of from $1.25 to $3.50 (5s. to 14s. sterling) per acre, according to the price paid for the land, will be allowed on the following conditions:

1. The purchaser will not be entitled to rebate unless at the time of purchase he enters into an undertaking to cultivate the land.

2. One-half of the land contracted for, to be brought under cultivation within four years from date of contract.

3. In cases where purchasers do not reside on the land, at least one-eighth of the whole quantity purchased shall be cultivated during each of the four years; but this condition will not be insisted upon in the case of an actual settler residing continuously on the land, who will have the privilege of doing his cultivation at any time within the period named.

4. Where a purchaser fails to carry out fully the conditions as to cultivation within the time named, he will require to pay the full purchase price on all the land contracted for. But if from causes beyond his control, proved to the satisfaction of the Company, a settler so fails, he may be allowed the rebate on the land actually cultivated during the four years, on payment of the balance due, including the full purchase price of the remainder of the land contracted for.

GENERAL CONDITIONS.

All sales are subject to the following general conditions:

1. All improvements placed upon land purchased to be maintained thereon until final payment has been made.

2. All taxes and assessments lawfully imposed upon the land or improvements to be paid by the purchaser.

3. The Company reserves from sale, under these regulations, all mineral and coal lands, and lands containing timber in quantities, stone, slate and marble quarries, lands with water power thereon, and tracts for town sites and railway purposes.

4. Mineral, coal and timber lands and quarries, and lands controlling water power, will be disposed of on very moderate terms to persons giving satisfactory evidence of their intention and ability to utilize the same

5. The Company reserves the right to take without remuneration (except for the value of buildings and improvements on the required portion of land) a strip or strips of land 200 feet wide, to be used for right of way, or other railway purposes, wherever the line of the Canadian Pacific Railway, or any branch thereof, is or shall be located.

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

For further particulars apply to the Company's Land Commissioner, JOHN H. MCTAVISH, Winnipeg, or to ALEXANDER BEGG, Land Agent of the Company, 101 Cannon Street, London, England

By order of the Board,

CHARLES DRINKWATER,
Secretary.

MONTREAL, November, 1885.

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CENSUS ABSTRACT

CENSUS OF CANADA—1871 AND 1881 COMPARED

PROVINCES.	Area in Sq. Miles.	Persons—1871.	Persons—1881.	Increase.		1871.		1881.	
				Num'r'cl	Per Ct.	Males.	Females.	Males.	Females.
Prince Edward Island	2,133	94,021	108,891	14,870	15.8	47,121	46,900	54,729	54,162
Nova Scotia	20,907	387,800	440,572	52,772	13.6	193,792	194,008	220,538	220,034
New Brunswick	27,174	285,594	321,233	35,639	12.5	145,888	139,706	164,119	157,114
Quebec	188,088	1,191,516	1,359,027	167,511	14.0	596,041	595,475	678,175	680,852
Ontario	101,733	1,620,851	1,923,228	302,377	18.6	828,590	792,261	976,470	946,758
Manitoba	123,200	18,995	65,954	46,959	247.2	9,750	9,245	37,207	28,747
British Columbia	341,305	36,247	49,459	13,212	36.4	20,532	15,715	29,503	19,956
The Territories	2,665,252	52,000	56,446	4,446	8.5			28,113	28,333
Total	3,470,392	3,687,024	4,324,810	637,786	17.3			2,188,854	2,135,956

PROPORTIONS.

PROVINCES.	Proportion Per Cent. to each Province.		Persons to Sq. Mile	Acres to a Person.	Acres of un-occupied land to a Person.	Increase—Males and Females.				
	Acres.	Persons.				Numerical	Per Ct.	Numerical	Per Ct.	Females to 100 Males
Prince Edward Island	.06	2.51	51.0	12.5	2.2	7,608	16.1	7,262	15.4	98.9
Nova Scotia	.60	10.18	21.0	30.3	18.1	26,746	13.8	26,026	13.4	99.7
New Brunswick	.78	7.42	11.8	54.1	42.2	18,231	12.5	17,408	12.4	95.7
Quebec	5.44	31.42	7.2	88.8	79.5	82,134	13.7	85,377	14.3	100.4
Ontario	2.93	44.47	18.9	33.8	23.8	147,880	17.8	154,497	19.5	96.9
Manitoba	3.55	1.52	.53	1,195.5	1,159.3	27,457	281.6	19,502	210.9	77.2
British Columbia	9.83	1.14	.14	4,456.9	4,409.5	8,971	43.7	4,241	26.9	67.6
The Territories	76.80	1.30	.02	30,219.3	30,213.7	.....	.....	.....	.....	100.7
Total	99.99	99.96	1.24	513.5	503.0					

NOTE.—The areas of the great waters, such as the great lakes of the upper Provinces and the bays and arms of the seas in the Maritime Provinces, may be estimated at 140,000 square miles.

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CENSUS OF 1881

RELIGIONS OF THE PEOPLE

PROVINCES.	Baptists.	Catholics, Roman.	Church of England.	Congregational.	Disciples.	Lutherans.	Methodists	Presbyterians.	No Religion.	Other Denomina'ns.
Prince Edward Island	6,236	47,115	7,192	20	594	4	13,485	33,835	14	396
Nova Scotia	83,761	117,487	60,255	3,506	1,826	5,639	50,811	112,488	121	4,678
New Brunswick	81,092	109,091	46,768	1,372	1,476	324	34,514	42,888	114	3,594
Quebec	8,853	1,170,718	68,797	5,244	121	1,003	39,221	50,287	432	14,351
Ontario	106,680	320,839	366,589	16,340	16,051	37,901	591,503	417,749	1,756	47,870
Manitoba	9,449	12,246	14,297	313	102	984	9,470	14,292	16	4,755
British Columbia	434	10,043	7,804	75	23	491	3,516	4,095	180	22,798
The Territories	20	4,443	3,166	.....	.....	4	461	531	1	47,820
Totals	296,525	1,791,982	574,818	26,900	20,193	46,350	742,981	676,165	2,634	146,262

ORIGINS OF THE PEOPLE

PROVINCES.	African.	Chinese.	English and Welsh.	French.	German and Dutch.	Scandinavian.	Indian.	Irish.	Swiss.	Scotch.	People of other Origins.
Prince Edward Island	155	.....	21,568	10,751	1,368	38	281	25,415	1	48,933	381
Nova Scotia	7,062	.....	131,383	40,141	42,101	735	2,125	66,069	1,860	146,027	3,071
New Brunswick	1,638	.....	94,861	56,635	10,683	932	1,401	101,284	41	49,829	3,929
Quebec	141	7	81,866	1,075,130	8,409	648	7,515	123,749	254	54,923	6,385
Ontario	12,097	22	542,232	102,743	210,557	1,578	15,325	627,262	2,382	378,536	30,494
Manitoba	25	4	11,960	9,949	8,804	1,023	6,767	10,173	10	16,506	733
British Columbia	274	4,350	7,596	916	952	236	25,661	3,172	40	3,892	2,370
The Territories	2	.....	1,375	2,896	32	33	49,472	281	.....	1,217	1,138
Totals	21,394	4,383	892,841	1,299,161	282,906	5,223	108,547	957,403	4,588	699,863	48,501

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BIRTH PLACES OF THE PEOPLE

PROVINCES.	British Isles and possessions	Prince Edward Island.	Nova Scotia.	New Brunswick	Quebec.	Ontario.	Manitoba.	British Columbia.	Territories.	United States.	Other Foreign Countries.
Prince Edward Island....	8,814	95,234	2,507	1,346	177	105	.....	.....	.....	609	99
Nova Scotia.....	23,839	1,639	405,687	4,482	441	333	.....	6	1	3,004	1,140
New Brunswick.....	25,133	2,719	6,160	277,643	3,127	310	1	3	2	5,108	1,027
Quebec	52,015	586	813	1,272	1,269,075	10,379	33	19	48	19,415	5,372
Ontario	353,904	686	3,706	2,801	50,407	1,435,647	62	42	158	45,454	30,361
Manitoba.....	8,233	154	820	341	4,085	19,125	18,020	25	6,422	1,752	6,977
British Columbia.....	5,994	23	379	374	396	1,572	24	32,175	14	2,295	6,213
The Territories.....	303	6	16	6	101	517	1,450	5	51,785	116	2,141
Totals.....	478,235	101,047	420,088	288,265	1,327,809	1,467,988	19,590	32,275	58,430	77,753	53,330

INCREASE PER CENT. IN POPULATION

Leaving out the estimate of the Territories for 1871, the whole Dominion has increased in population 18.7 (nearly) per cent.

The four Provinces which first formed the Dominion, viz., Ontario, Quebec, Nova Scotia and New Brunswick. have increased during the decenniad 16 per cent.

The increase for the same provinces in 1871 over 1861 was 12.8 per cent.

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POPULATION OF CITIES AND TOWNS HAVING OVER 5,000 INHABITANTS COMPARED.

NAMES.	PROVINCES.	POPULATION.		Numerical increase or decrease	Percentage.
		1871	1881		
Montreal	Quebec	107,225	140,747	33,522	31.21
Toronto	Ontario	56,092	86,415	30,323	54.05
Quebec	Quebec	59,699	62,446	2,747	4.60
Halifax	Nova Scotia	29,582	36,100	6,518	22.03
Hamilton	Ontario	26,716	35,961	9,245	34.60
Ottawa	Ontario	21,545	27,412	5,867	27.23
St. John	New Brunswick	28,805	26,127	* 2,678	* 9.29
London	Ontario	15,826	19,746	3,920	24.76
Portland	New Brunswick	12,520	15,226	2,706	21.61
Kingston	Ontario	12,407	14,091	1,684	13.57
Charlottetown	Prince Edward Island	8,807	11,485	2,678	30.40
Guelph	Ontario	6,878	9,890	3,012	43.79
St. Catharines	Ontario	7,864	9,631	1,767	22.46
Brantford	Ontario	8,107	9,616	1,509	18.61
Belleville	Ontario	7,305	9,516	2,211	30.26
Trois-Rivieres	Quebec	7,570	8,670	1,100	14.53
St. Thomas	Ontario	2,197	8,367	6,170	280.83
Stratford	Ontario	4,313	8,239	3,926	91.02
Winnipeg	Manitoba	241	7,985	7,744	3213.27
Chatham	Ontario	5,873	7,873	2,000	34.05
Brockville	Ontario	5,102	7,609	2,507	49.13
Levis	Quebec	6,691	7,597	906	13.54
Sherbrooke	Quebec	4,432	7,227	2,795	63.06
Hull	Quebec	†	6,890	.....	.....
Peterborough	Ontario	4,611	6,812	2,201	47.73
Windsor	Ontario	4,253	6,561	2,308	54.26
St. Henri	Quebec	†	6,415	.....	.....
Fredericton	New Brunswick	6,006	6,218	212	3.49
Victoria	British Columbia	3,270	5,925	2,655	81.19
St. Jean Baptiste (village)	Quebec	4,408	5,874	1,466	33.25
Sorel	Quebec	5,636	5,791	155	2.75
Port Hope	Ontario	5,114	5,585	471	9.21
Woodstock	Ontario	3,982	5,373	1,391	34.93
St. Hyacinthe	Quebec	3,746	5,321	1,575	42.04
Galt	Ontario	3,827	5,187	1,360	35.53
Lindsay	Ontario	4,049	5,080	1,031	25.46
Moncton	New Brunswick	†	5,032	.....	.....
Totals	.....	494,699	641,703	147,004	29.71

* The indicated decrease of the population of the City of St. John is attributable to the great fire which occurred in the year 1877, when half of the city was laid in ashes. Great numbers were thereby driven into the surrounding districts, and many whose business and social ties were thus severed did not return to the city.

† The limits of the City of Hull and the Towns of St. Henri and Moncton not having been defined in 1871, no comparison can be made. Leaving out the above city and towns, the total increase and rate per cent. are as represented in the table.

NOTE.—In 1871 there were in Canada twenty cities and towns of 5,000 inhabitants and over, with a total population of 430,043. In 1881 the number of such cities and towns had increased to 37, having a total population of 660,040.

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EXPORTS AND IMPORTS.

VALUE OF TOTAL EXPORTS, IMPORTS AND GOODS ENTERED FOR CONSUMPTION IN THE DOMINION, WITH THE DUTY COLLECTED THEREON FOR EIGHTEEN YEARS.

YEAR.	Total Exports.	Total Imports.	Entered for Consumption.	Duty.
Fiscal year ending 30th June, 1868	$ 57,567,888	$ 73,459,644	$ 71,985,306	$ 8,819,431 63
do do 1869	60,474,781	70,415,165	67,402,170	8,298,909 71
do do 1870	73,573,490	74,814,339	71,237,603	9,462,940 44
do do 1871	74,173,618	96,092,971	86,947,482	11,843,655 75
do do 1872	82,639,663	111,430,527	107,709,116	13,045,493 50
do do 1873	89,789,922	138,011,281	127,514,594	13,017,730 17
do do 1874	89,351,928	128,213,582	127,404,169	14,421,882 67
do do 1875	77,886,979	123,070,283	119,618,657	15,361,382 12
do do 1876	80,966,435	93,210,346	94,733,218	12,833,114 48
do do 1877	75,875,393	99,327,962	96,300,483	12,548,451 09
do do 1878	79,323,667	93,081,787	91,199,577	12,795,693 17
do do 1879	71,491,255	81,964,427	80,341,608	12,939,540 66
do do 1880	87,911,458	86,489,747	71,782,349	14,138,849 22
do do 1881	98,290,823	105,330,840	91,611,604	18,500,785 97
do do 1882	102,137,203	119,419,500	112,648,927	21,708,837 43
do do 1883	98,085,804	132,254,022	123,137,019	23,172,308 97
do do 1884	91,406,496	116,397,043	108,180,644	20,164,963 37
do do 1885	89,238,361	108,941,486	102,710,019	19,133,558 99
Aggregate for eighteen years	$1,480,185,164	$1,841,924,952	$1,752,464,545	$262,207,529 34

ARTICLES EXPORTED.

SUMMARY OF EXPORTS OF THE DOMINION IN 1885.

ARTICLES.	Produce.	Not Produce.	Total.
Produce of the Mine	$ 3,639,537	$ 196,933	$ 3,836,470
" " Fisheries	7 960 001	16,312	7,976,313
" " Forest	20 989 708	1,383,597	22,373,305
Animals and their Produce	25,337.104	1,166,890	26,503,994
Agricultural Products	14,518,293	4,602,073	19,120,366
Manufactures	3,181,501	612,728	3,794,229
Miscellaneous Articles	557,374	101,113	658,487
Total	$76,183,518	$8,079,646	$84,263,164
Coin and Bullion			2,026,980
Estimated amount short returned at Inland Ports			2,948,217
Grand Total			$89,238,361

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VALUE OF FISHERIES OF THE DOMINION.

PROVINCES.	1881.	1882.	1883.	1884.	1885.
Nova Scotia	$6,214,781 50	$7,131,418 36	$7,689,374 75	$8,763,779 36	$8,283,922 87
New Brunswick	2,930,904 58	3,192,338 85	3,185,674 88	3,730,453 99	4,005,431 29
Quebec	2,751,962 50	1,976,515 81	2,138,997 12	1,694,560 85	1,719,450 61
Prince Edward Island	1,955,289 80	1,855,687 25	1,272,467 93	1,085,618 68	1,293,429 64
British Columbia	1,454,321 26	1,842,675 05	1,644,645 42	1,358,267 10	1,078,038 00
Ontario	509,903 00	825,457 02	1,027,032 88	1,133,724 26	1,342,691 77
	$15,817,162 64	$16,824,092 34	$16,958,192 98	$17,766,404 24	$17,722,973 18

RAILWAYS.

The following table shows the progress of the Railway interest of the Dominion from the 30th June, 1876, to the 30th June, 1885:

YEAR.	Paid-up Capital.	Mileage in operation.	Passengers Carried.	Tons of Freight Carried.	Earnings.	Working Expenses.
Year ended 30th June, 1876	$317,795,468	5,157	5,544,814	6,331,757	$19,358,084	$15,802,721
" " 1877	326,328,976	5,574	6,073,233	6,859,796	18,742,053	15,290,091
" " 1878	360,617,186	6,143	6,443,024	7,883,472	20,520,078	16,100,102
" " 1879	362,068,138	6,484	6,523,816	8,348,810	19,925,066	16,188,282
" " 1880	371,051,192	6,891	6,462,948	9,938,858	23,561,447	16,840,7[illegible]5
" " 1881	389,285,700	7,260	6,943,671	12,065,323	27,987,5[illegible]9	20,121,418
" " 1882	415,611,810	7,530	9,352,335	13,575,787	29,027,789	22,390,708
" " 1883	494,253,046	8,8[illegible]5	9,488,625	13,575,787	33,228,865	24,683,7[illegible]0
" " 1884	557,614,469	9,5[illegible]5	9,982,358	13,712,269	33,422,404	25,595,332
" " 1885	626,172,145	10,243	9,685,304	14,071,563	32,312,915	24,048,321

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LIST OF CANADIAN RAILWAYS.

June 30th, 1885.

Nos.	NAME OF RAILWAY.		LENGTH OF LINE. Completed. — (Rails laid.)	Under Construction.
1	Albert		51.00	.....
2	Atlantic & North-West		.....	7.00
3	Bay of Quinte & Navigation Company		3.50	.....
4	Canada Atlantic		134.80	.....
5	Canada Southern		362.44	.....
6	Canadian Pacific	3,119.20	3,744.40	207.00
	Montreal to Ottawa (Section of Q. M. B. & O. Railway)	.....		
	Credit Valley	183.00		
	Manitoba South-Western	50.70		
	Ontario & Quebec	199.50		
	Toronto, Grey & Bruce	192.00		
7	Caraquet		20.00	40.00
8	Carillon & Grenville		13.00	.....
9	Central Ontario		104.00	.....
10	Chatham Branch		9.00	.....
11	Cobourg, Peterboro' & Marmora		35.00	.....
12	Cumberland Railway & Coal Co.		32.00	.....
13	Eastern Extension		79.75	.....
14	Elgin, Petitcodiac & Havelock		14.00	13.00
15	Erie & Huron		41.50	.....
16	Grand Southern		82.50	.....
17	Grand Trunk	887.25	2,591.42	.....
	Buffalo & Lake Huron	162.00		
	Georgian Bay & Lake Erie	171.50		
	Montreal & Champlain Junction	62.25		
	(Great Western Division / London & Port Stanley) Great Western	539.53		
		23.66		
	Wellington, Grey & Bruce	168.35		
	Brantford, Norfolk & Port Burwell	34.74		
	London, Huron & Bruce	68.89		
	(Midland Division / Toronto & Nipissing) Midland	165.75		
		111.50		
	Grand Junction	87.75		
	Whitby, Port Perry & Lindsay	46.50		
	Victoria—Lindsay to Haliburton	53.25		
	Madoc Junction to Bridgewater	8.50		
18	Great Northern		7.84	.....
19	Hamilton & North-Western		176.30	.....
20	Intercolonial		861.00	19.00
21	International		81.66	.....
22	Jacques Cartier Union		6.81	.....
23	Kent Northern		27.00	.....
24	Kingston & Pembroke		112.00	.....
25	Manitoba & North-Western		78.54	51.50
26	Massawippi Valley		34.00	.....
27	Montreal & Sorel		44.67	.....
28	Montreal & Vermont Junction		23.60	.....
29	Napanee, Tamworth & Quebec		28.50	.....
30	New Brunswick	174.00	415.00	.....
	New Brunswick & Canada	127.00		
	St. John & Maine	92.00		
	Fredericton	22.50		
31	New Brunswick & Prince Edward's Island		17.00	20.00
32	Northern Railway of Canada		209.74	.....
33	Northern & Western of New Brunswick		67.00	40.00
34	Northern & Pacific Junction		10.00	101.25
35	North Shore (Section of Q. M. O. & O. R'y) Quebec to Montreal		209.00	.....
36	North-Western Coal & Navigation Co.		.....	109.50
37	Nova Scotia, Nictaux & Atlantic		.....	73.00
38	Oxford to New Glasgow (Section of Montreal & European Short Line R'y		.....	76.00
39	Pontiac & Pacific Junction		21.00	.....
40	Prince Edward Island		210.60	.....
41	Qu'Appelle, Long Lake & Saskatchewan		.....	.....
42	Quebec & Lake St. John		52.00	15.00
43	Quebec Central		154.00	40.00
44	Stanstead, Shefford & Chambly		43.00	.....
45	South-Eastern	152.00	260.00	.....
	Montreal, Portland & Boston	45.00		
	Lake Champlain & St. Lawrence Junction	63.00		
46	St. Lawrence & Ottawa		59.00	.....
47	St. Martin's & Upham		29.12	.....
48	Thousand Islands		3.15	.....
49	Waterloo & Magog	20.00	30.10	.....
	Missisquoi Valley	10.10		
50	Western Counties		67.00	.....
51	Windsor & Annapolis	84.00	116.00	.....
	Windsor Branch	32.00		
			10,552.84	812.25

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BANKING.

BANK STATEMENT FOR DECEMBER 1884 AND 1885.

LIABILITIES.

	1884.	1885.
Capital paid up	$61,605,520 74	$ 61,763,279 48
Circulation	31,935,933 10	32,363,992 53
Deposits:		
Payable on demand	48,230,556 36	59,210,355 92
Payable after notice or on a fixed day	51,428,550 87	51,324,060 63
Held as security	575,113 65	736,534 23
Made by other Banks	1,423,516 42	1,246,377 27
Due other Banks or Agencies	1,474,289 72	2,230,724 62
Other Liabilities	306,977 84	328,207 45
Total Liabilities	$135,371,937 96	$147,440,252 65

ASSETS.

	1884.	1885.
Specie and Dominion Notes	$18,477,386 33	$ 19,156,888 12
Notes of and Cheques on other Banks	6,100,270 03	7,869,777 29
Due from Agencies and other Banks	19,861,448 87	23,239,223 03
Dominion Debentures or Stock	1,405,435 84	4,317,070 50
Other Government Securities	1,612,985 81	3,351,106 04
Loans to Dominion and Provincial Governments	2,368,330 77	2,466,832 74
Loans or Discounts for which Collateral Securities are held	11,929,655 74	12,556,050 53
Loans to Municipal and other Corporations	17,210,155 07	15,649,229 43
Loans to or Deposits made in other Banks	741,508 71	851,742 05
Discounts	122,109,496 22	125,493,660 61
Debts Overdue, not Secured	3,345,542 69	1,644,546 82
Debts Overdue, Secured	3,091,569 07	2,022,278 95
Mortgages on Real Estate and Real Estate held by the Banks	2,053,782 28	2,040,939 14
Bank Premises	3,188,745 14	3,317,860 03
Other Assets	2,291,199 16	3,886,342 50
Total Assets	$215,787,511 73	$227,863,546 72

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GOVERNMENT CIRCULATION, 31st DECEMBER, 1885.

Fractional Notes	$ 171,317	85
Provincial Notes	40,575	53
Dominion Notes	17,579,134	75
Total	$ 17,790,968	13
Bank Circulation	32,363,992	53
Total Circulation	$50,154,960	66

AMOUNT OF DEPOSITS IN SAVINGS BANKS.

Government Savings Banks	$ 18,874,547	73
Post Office Savings Banks	15,798,929	30
Other Savings Banks	9,478,237	59
	$ 44,151,714	62
Deposits in Chartered Banks	110,534,416	55
Total Deposits	$154,686,131	17

GOVERNMENT SAVINGS BANKS, 30th DECEMBER, 1885.

Balance, 30th November	$ 18,715,127	14
Deposits during December	642,752	18
	$ 19,357,879	32
Deposits withdrawn and Interest paid during December	483,331	59
Balance, 30th December	$ 18,874,547	73

POST OFFICE SAVINGS BANKS.

Deposits in hands of Minister of Finance on November 30th, 1885	$ 15,627,402	70
Deposits during month	668,208	00
	$ 16,295,610	70
Payments during month	496,681	40
On hand 31st December, 1885	$ 15,798,929	30

CITY AND DISTRICT SAVINGS BANK OF MONTREAL—DECEMBER, 1885.

Deposits	$ 6,863,595	73
Cash in hand and Securities	7,737,918	18

CAISSE D'ECONOMIE DE QUEBEC.

Deposits	$ 2,614,641	96
Cash and Securities	2,954,641	86

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THE CANADIAN CANALS.

ST. LAWRENCE SYSTEM.—The great lake and river system of Canada has been made continuously navigable for a distance of 2,384 statute miles, by a connecting chain of ten canals, comprising 71¾ miles of artificial navigation. This system extends from the Straits of Belle Isle to Thunder Bay, at the head of Lake Superior.

The following table of distances indicates also the respective positions of these canals, thus:—

	STATUTE MILES
Straits of Belle Isle to Father Point	643
Father Point to Rimouski	6
Rimouski to Quebec	177
Quebec to Three Rivers (or tide-water)	7¼
Three Rivers to Montreal	86
Lachine Canal	8½
Lachine to Beauharnois	17¼
Beauharnois Canal	17¼
St. Cecile to Cornwall	32¾
Cornwall Canal	11½
River and Farran's Point Canal	16¼
Rapide Plat Canal	4
River and Point Iroquois Canal	7½
Junction and Galops Canals	4⅝
Prescott to Kingston	66⅜
Kingston to Port Dalhousie	170
Port Dalhousie to Port Colborne (Welland Canal)	27
Port Colborne to Amherstburg	232
Amherstburg to Windsor	18
Windsor to Foot of St. Mary's Island	25
Foot of St. Mary's Island to Sarnia	33
Sarnia to foot of St. Joseph's Island	270
Foot of St. Joseph's Island to Sault Ste. Marie	47
Sault Ste. Marie Canal	1
Head of Sault Ste. Marie to Pointe aux Pins	7
Pointe aux Pins to Duluth	390
Total	2,384

DISTANCES TO LIVERPOOL.—Add to this table the 2,234 statute miles' distance from the Straits to Liverpool, and it gives a total navigable length of 4,618 miles from Duluth, the extreme head of Lake Superior, to Liverpool.

DIFFERENCE OF LEVELS.—The difference in level to be overcome, to where tidal influence ceases, is about 600 feet. Of this, the Canadian canals, with a total number of 53 locks, overcome a height of 532¾ feet. The one-mile long Sault Ste. Marie Canal, built by the United States, has one lock, lifting 18 feet.

SIZE OF LOCKS.—The size of the locks in this system ranges from 200 to 270 feet in length by 45 feet in width. The depth of water is from 9 to 14 feet, and the Government intends to make the whole route fit for vessels of 12 to 14 feet draught of water.

OTTAWA CANALS.—The canal route from Montreal to Ottawa and Kingston has a total length of 246¼ miles, with 59 locks exclusive of the Lachine Canal, and a lockage of 533½ feet. The new works on this route give 9 feet water in locks 45 x 200 feet.

ST. LAWRENCE AND NEW YORK.—Canal navigation is secured between the St. Lawrence and New York by means of the Richelieu River and Chambly Canal. This has 9 locks, with 7 feet depth of water; and connects by Lake Champlain with the United States Erie Canal, and the Hudson River; a total distance of 411 miles.

TRENT RIVER NAVIGATION.—Of the Trent River navigation, between Lake Huron and the Bay of Quinte on Lake Ontario, 235 miles, only part has been made navigable, chiefly for the passage of timber; and 155 miles' distance is available for light draft vessels.

ST. PETER'S CANAL.—Finally, there is the St. Peter's Canal, cut through an isthmus half-a-mile wide, between St. Peter's Bay on the Atlantic, and the Bras d'Or Lakes of Cape Breton. It has a lock 48 x 200 feet, with a depth of 18 feet and a breadth of 55 feet.

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DISTANCES.

QUEBEC TO LIVERPOOL, Via STRAITS OF BELLE ISLE AND MALIN HEAD, NORTH OF IRELAND

From	To	Sections of Navigation.	Geographical Miles.	Statute Miles.
Quebec	Saguenay	River St. Lawrence	106	122
Saguenay	Father Point	do	53	61
Father Point	Lighthouse West End Anticosti.	do	176	202
West End of Anticosti	Cape Whittle, Labrador Coast	Gulf of St. Lawrence	175	201
Cape Whittle	Belle Isle Lighthouse, East entrance of Straits	do	209	240
Belle Isle	Malin Head, North of Ireland	Atlantic Ocean	1,750	2,013
Malin Head	Liverpool	do and Irish Sea	192	221
Total from Quebec to Liverpool, *via* Belle Isle and Malin Head, North of Ireland			2,661	3,060

QUEBEC TO LIVERPOOL, Via CAPE RACE AND MALIN HEAD, NORTH OF IRELAND

From	To	Sections of Navigation.	Geographical Miles.	Statute Miles.
Quebec	Saguenay	River St. Lawrence	106	122
Saguenay	Father Point	do	53	61
Father Point	Metis Point	do	22	25
Metis	Cap Ste. Anne des Monts	do	71	82
Cap Ste. Anne des Monts	Cap de la Madeleine	do	46	53
Cap de la Madeleine	Fame Point	do	29	33
Fame Point	Cap des Rosiers	do	25	29
Cap des Rosiers	Cap St. Pierre de Miquelon	Gulf of St. Lawrence	343	394
Cap St. Pierre di Miquelon	Cape Race	Atlantic Ocean	132	152
Cape Race	Malin Head	do do	1,800	2,070
Malin Head	Liverpool	do and Irish Sea	192	221
Total from Quebec to Liverpool, *via* Cape Race and Malin Head, North of Ireland			2,819	3,242

GREAT CIRCLE OR AIR LINE

DISTANCES IN GEOGRAPHICAL MILES, AS PER MAP OF THE DOMINION OF CANADA PUBLISHED BY ORDER OF THE HON. THE MINISTER OF THE INTERIOR, NOVEMBER 1ST, 1878.

From	To	Miles.
Yokohama (Japan)	Port Simpson	3,865
do	Port Moody (Burrard Inlet)	4,374
do	San Francisco	4,470
San Francisco	New York	2,228
do	Montreal	2,202
Burrard Inlet	do	1,992
Port Simpson	do	2,194
St. John (Newfoundland)	Cape Clear	1,670
do do	Tory Island	1,693
Montreal	Quebec (River St. Lawrence)	145
do	Cape Race (*via* St. Paul)	825
do	Belle Isle	735
Belle Isle	Tory Island	1,657
Cape Race	do	1,736
do	Cape Clear	1,708
Tory Island	Liverpool	240
Cape Clear	do	310
Halifax	Cape Race	470
Portland	do	767
Boston	do	808
New York	do	1,010

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ANALYSIS OF MANITOBA SOIL.

(Translation of Letter to Senator Emil Klotz.)

KIEL, 29th April, 1872.

HON. SENATOR :

"The analysis of the Manitoba soil is now completed, and the result is in 100,000 parts :

Potash	228.7
Sodium	33.8
Phosphoric Acid	69.4
Lime	682.6
Magnesia	16.1
Nitrogen	486.1

"Yours truly,

"(Signed), V. EMMERLING."

Extract from Letter of Senator Emil Klotz to Jacob E. Klotz, Agent for the Dominion Government.

"KIEL, 4th May, 1872.

"After considerable delay, I succeeded in obtaining the analysis of the Manitoba soil from Professor Emmerling, Director of the Chemical Laboratory of the Agricultural Association of this place, and hope it may be of service to you. Annexed I give you our analysis of the most productive soil in Holstein, whereby you will see how exceedingly rich the productive qualities of the Manitoba soil are, and which fully explains the fact that the land in Manitoba is so very fertile, even without manure.

"The chief nutrients are, first, nitrogen, then potash and phosphoric acid, which predominates there ; but what is of particular importance is the lime contained in the soil, whereby the nitrogen is set free, and ready to be absorbed in vegetable organisms. The latter property is defective in many soils, and when it is found defective recourse must be had to artificial means by putting lime or marl (a clay which contains much lime) upon the same.

"According to the analysis of the Manitoba soil, there is no doubt that, to the farmer who desires to select for his future home a country which has the most productive soil and promises the richest harvest, no country in the world offers greater attractions than the Province of Manitoba, in the Dominion of Canada.

"*Analysis of the Holstein soil and Manitoba soil compared :*

	Holstein Soil.	Excess of Properties of Manitoba Soil.
Potash	30	198.7
Sodium	20	13.8
Phosphoric Acid	40	29.4
Lime	130	552.6
Magnesia	10	6.1
Nitrogen	40	446.1

ANALYTICAL LABORATORY, SURGEON'S HALL,
EDINBURGH, 14th December, 1876.

Analysis of Sample of Manitoba Soil :

MOISTURE		21.364
Organic matter containing nitrogen equal to ammonia, 23		11.223
Saline matter :		
Phosphates	0.472	
Carbonate of lime	1.763	
Carbonate of magnesia	0.937	
Alkaline salts	1.273	
Oxide of iron	3.115	
		7.560
Silicious matter :		
Sand and silica	51.721	
Alumina	8.132	
		59.853
		100.000

The above soil is very rich in organic matter, and contains the full amount of the saline fertilizing matters found in all soils of a good bearing quality.

(Signed) STEPHENSON MACADAM, M.D.,
Lecturer on Chemistry, etc.

[A statement of analysis by Sir J. B. Lawes and Professor Gilbert is given in this Guide Book, under the head of Manitoba.]

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NATURALIZATION.

United States Naturalization Law.

An Alien may be admitted to become a citizen of the United States in the following manner, and not otherwise:

First.—He shall declare on oath, before a Circuit or District Court of the United States, or a District or Supreme Court of the Territories, or a Court of Record of any of the States having Common-law Jurisdiction and a Seal and Clerk, two years at least prior to his admission, that it is *bona fide* his intention to become a citizen of the United States, and to renounce forever all allegiance and fidelity to any foreign Prince, Potentate, State or Sovereignty of which the Alien may be at the same time a citizen or subject.

Second.—He shall, at the time of his application to be admitted, declare on oath before some one of the Courts above specified that he will support the Constitution of the United States, and that he absolutely and entirely renounces and abjures all allegiance and fidelity to every foreign Prince, Potentate, State or Sovereignty, and particularly, by name, to the Prince, Potentate, State or Sovereignty, of which he was before a citizen or subject; which proceedings shall be recorded by the Clerk of the Court. (Revised Statutes of the United States, 2nd edition, 1878.)

DECLARATORY STATEMENT OF A UNITED STATES CITIZEN.

UNITED STATES OF AMERICA, } ss. DISTRICT COURT,
STATE OF MINNESOTA. } County of

personally appeared before the subscriber, the Clerk of the District Court of the Judicial District for said State of Minnesota, being a Court of Record, and made oath that he was born in on or about the year eighteen hundred and ; that he emigrated to the United States, and landed at the port of on or about the month of in the year eighteen hundred and ; that it is *bona fide* his intention to become a citizen of the United States, and to renounce forever all allegiance and fidelity to any foreign Prince, Potentate, State or Sovereignty whatever, and particularly to the QUEEN OF ENGLAND, whereof he is a subject.

Subscribed and sworn to this day of A.D. 18 }

Clerk.

UNITED STATES OF AMERICA, }
STATE OF MINNESOTA. } ss.
County of

I, Clerk of the District Court of the Judicial District for the State of Minnesota, do hereby certify that the foregoing is a copy of a Record now in my office.

In testimony whereof, I have hereunto set my hand, and affixed the Seal of the said District Court this day of 18

Clerk.

FINAL OBLIGATION OF A UNITED STATES CITIZEN.

DISTRICT COURT, } STATE OF MINNESOTA.
Judicial District, }
County of Term, 18

In the matter of the application of to become a citizen of the United States, and being severally sworn, do depose and say, each for himself, that he is a citizen of the United States; that he is well acquainted with the above-named ; that he has resided within the limits and under the jurisdiction of the United States for five years last past, and for one year last past within the State of Minnesota; and that during the same period he has behaved himself as a man of good moral character, attached to the principles of the Constitution of the United States, and well disposed to the good order and happiness of the same.

Subscribed and sworn to in open Court this day of 18 }

Clerk.

DISTRICT COURT, } STATE OF MINNESOTA.
Judicial Court, }
County of

I, A.B., do swear that I will support the Constitution of the United States of America, and that I do absolutely and entirely renounce and abjure forever all allegiance and fidelity to every Foreign Power, Prince, Potentate, State or Sovereignty whatever; and particularly to the QUEEN OF ENGLAND, whose subject I was. And further, that I have never borne any hereditary title, or been of any of the degrees of nobility of the country whereof I have been a subject, and that I have resided within the United States for five years last past, and in this State for one year last past.

Subscribed and sworn to in open Court this day of }

Clerk.

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DISTRICT COURT, Judicial District } STATE OF MINNESOTA.
County of

And now, to wit: At a term of the said Court, now being held at in and for the County of in said State, upon the foregoing oath and affidavits, and upon further proof having been made by the production of a certificate that the said did, before the Clerk of Court the same being a Court of Record, having Common-law Jurisdiction, make the requisite declaration of his intention to become a citizen of the United States, and to renounce all other allegiance, as required by the laws of the United States.

IT IS ORDERED BY THE COURT, that the said be, and he is hereby admitted to be, a citizen of the United States.

By the Court,

Clerk.

A true Record. Attest:

Clerk.

CANADIAN NATURALIZATION, PASSPORTS, AND OATHS OF ALLEGIANCE.

CIRCULAR.

DOWNING STREET, 18th May, 1882.

SIR,—Her Majesty's Government have had under their consideration the position of Aliens naturalized in a Colony, when travelling beyond the limits of the Colony in which naturalization has been granted, and they have decided that Aliens naturalized in British Colonies shall, as regards their claim to British protection out of Her Majesty's Dominions, be placed, in future, on the same footing as Aliens naturalized in this country under the Naturalization Act of 1870.

2. To carry out this object, Aliens naturalized in British Colonies will be allowed to receive from the Governor of the Colony in which they have been naturalized a passport unlimited in point of duration, instead of a passport for one year, as is now authorized. These passports will also be issued by the Foreign Office in London, on the recommendation of the Secretary of State for the Colonies.

3. If, however, an Alien naturalized in the Colony, and not possessing such passport, finds himself in need of one when in a foreign country, a British Minister or Consul will be empowered, on such evidence as he may deem sufficient, to grant him a Provisional Passport, limited in duration, in order to meet the immediate requirements of his case, and to enable him to return to his Colony or to the United Kingdom, and so establish his identity beyond question, and obtain a Permanent Passport.

4. I enclose an amended Regulation, which will be substituted in the Colonial Regulations for the present Regulation No. 404, in Chapter XIV.; and also an amended Form of Passport, which will be inserted in the Appendix, in place of the Form and Memorandum now in use.

I have the honour to be, Sir,
Your most obedient, humble servant,
KIMBERLEY.

The Officer administering the Government of Canada.

FORM OF PASSPORT.

This Passport is granted to A. B., naturalized as a British subject in this Colony, to enable him to travel in foreign parts.

This Passport is granted with the qualification that the bearer shall not, when within the limits of the Foreign State of which he was a subject previously to obtaining his Colonial Certificate of Naturalization, be entitled to British protection, unless he has ceased to be a subject of that State in pursuance of the laws thereof or in pursuance of a Treaty to that effect.

(Signed) C. D.

Governor (Lieutenant-Governor, or Officer Administering the Government) of the Colony, Island, or Province) of

SEC. II.—PASSPORTS TO NATURALIZED BRITISH SUBJECT IN THE COLONIES.

404. Governors are authorized to issue Passports for foreign travel to persons naturalize their respective Colonies. (The Form of Passport is inserted in the Appendix, page 159). Th Passports must be signed by the Officer administering the Government, and must contain express declaration that the person receiving the Passport has been naturalized as a Brit subject in the Colony.

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CONTAINING

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OTTAWA
THE DEPARTMENT OF AGRICULTURE
1886

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