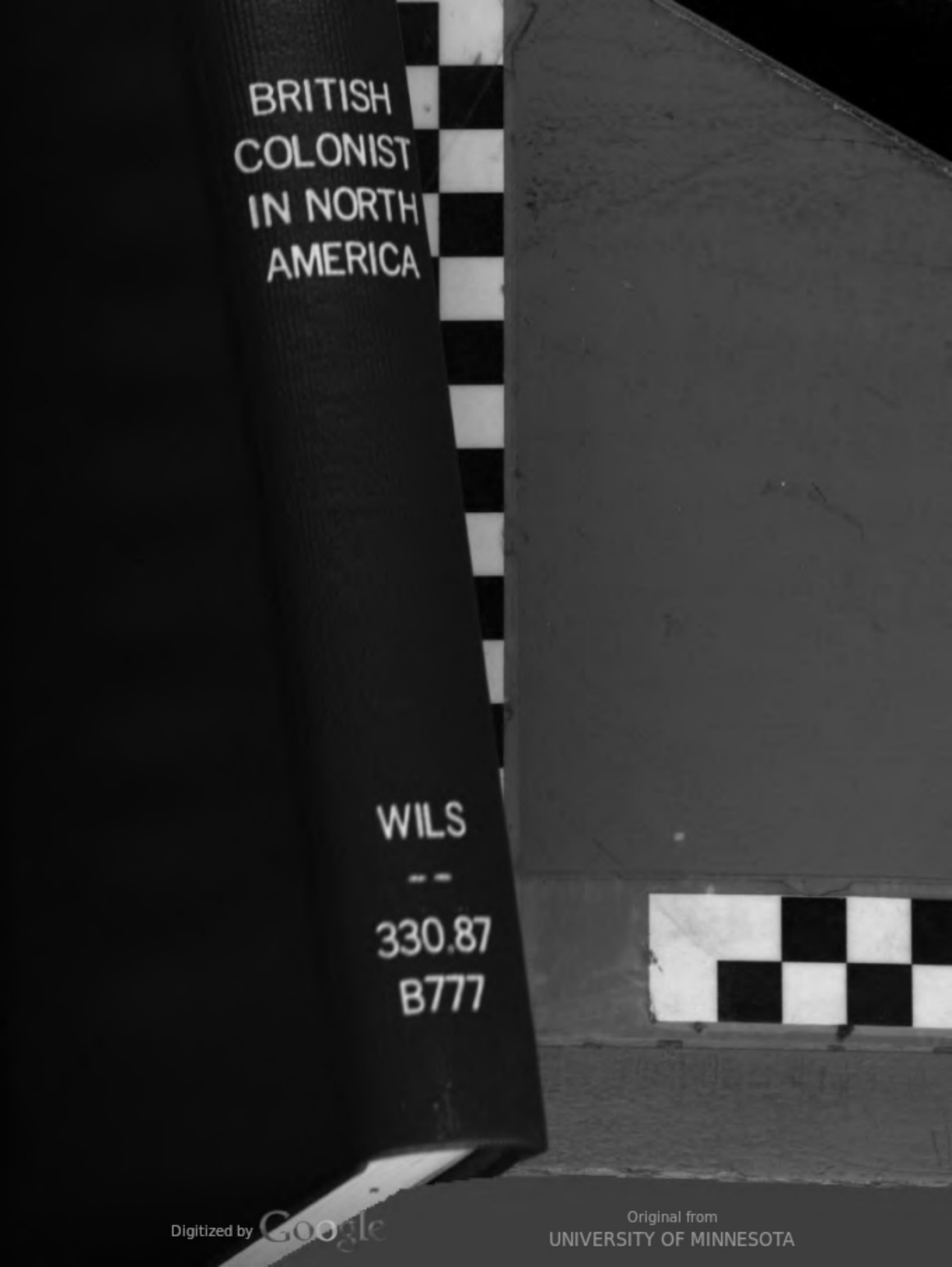

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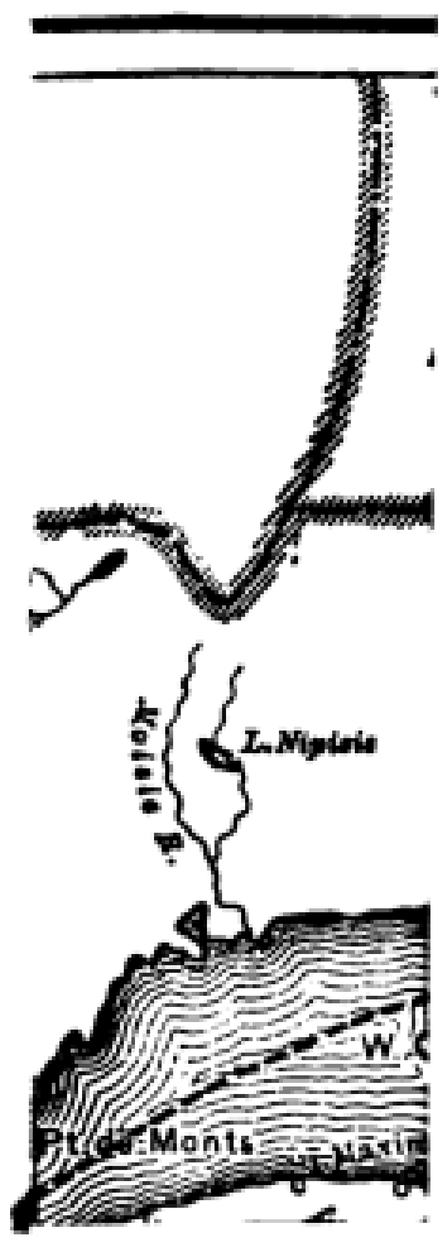

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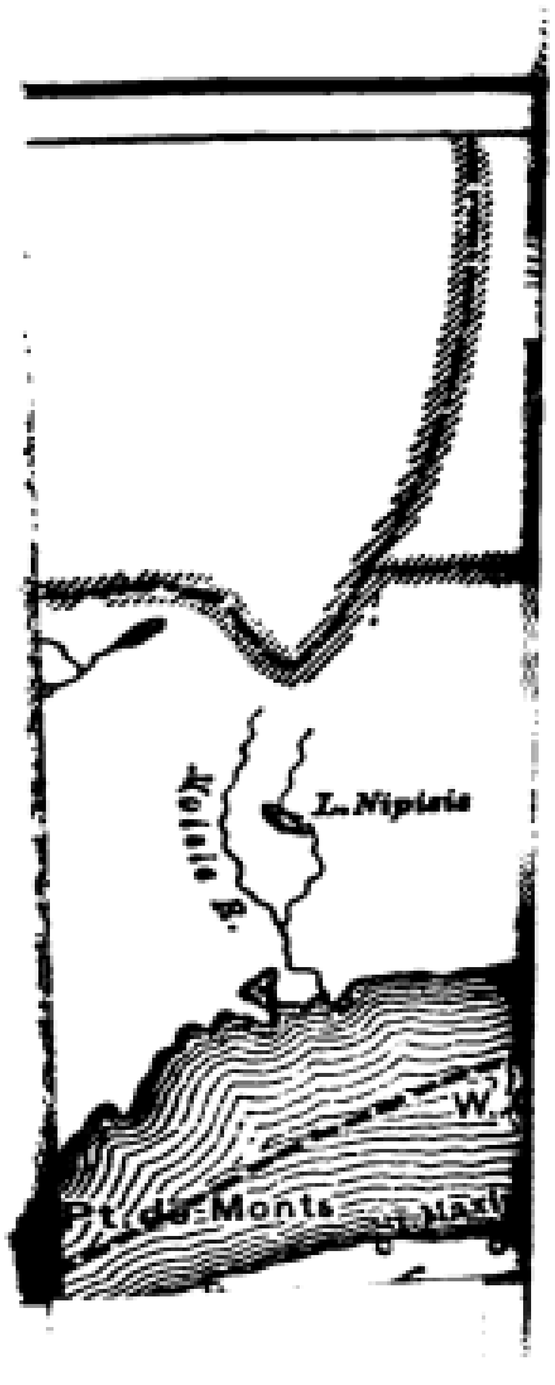

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THE

BRITISH COLONIST IN NORTH AMERICA

A GUIDE FOR INTENDING EMIGRANTS

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THE BRITISH COLONIST

IN

NORTH AMERICA

A GUIDE FOR INTENDING EMIGRANTS

LONDON
SWAN SONNENSCHEIN & CO.
PATERNOSTER SQUARE
1890

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PREFACE.

MANY of the descriptive pamphlets concerning portions of North America, in which colonization is desired, give exaggerated accounts of the resources of the country, which in some cases are artistically misrepresented. It is, perhaps, hardly to be expected that persons interested in attracting immigration, will set before their readers the many drawbacks they may have to encounter. In other cases persons who have not been long in the country, and are enthusiastic about the novelties of their surroundings, are likely to form erroneous impressions, and thus mislead their friends. . . . . With no personal interests whatever to serve, and much practical experience, the present writer has collected information on various subjects which may prove useful to persons intending to emigrate from the old country—and assist in guiding them to the choice of a destination.

THE AUTHOR.

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CONTENTS.

CHAP.		PAGE
	INTRODUCTION - - - - - -	1
I.	BRITISH COLUMBIA - - - - -	39
II.	MANITOBA - - - - - -	77
III.	WASHINGTON STATE, WESTERN DIVISION - -	103
IV.	CENTRAL AND EASTERN WASHINGTON - -	119
V.	OREGON - - - - - -	137
VI.	CALIFORNIA - - - - - -	162
VII.	LOWER CALIFORNIA - - - - -	219
VIII.	NEW MEXICO - - - - - -	228
IX.	TEXAS - - - - - - -	251
X.	NORTH CAROLINA - - - - -	279

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INTRODUCTORY.

CONTENTS.

SUPERIOR Advantages of the Dominion of Canada, 2—Prejudice against Englishmen in the States, 3—American Newspapers, 3—Education in the Dominion and the United States, 4—Government Lands in the States, 4—Indians, 4—Attractions of the Western States, 5—Social Intercourse, 5—Domestic Servants, 5—An American's View of the British Farmer, 6—Depression of Agriculture in the States, 7—Agriculture in New Jersey, 8—In Nebraska, 9—Condition of Farmers in Dakota and Kansas, 9—Farm Mortgages, 10—Condition of Farmers in the Dominion, 11—The Causes of Agricultura Depression in the States, 11—The Landlords of the States, 11—The Superior "Knack" and Enterprise of the American Farmer, 12—His Style of Living, 13—The Middle-men, 13—Expense of the Necessaries of Life, 13—Bill Nye on the Situation, 14—Affairs in Dakota, 14—In Wisconsin, 14—In New Hampshire, 14—In Michigan, 15—Contrast with the Dominion, 15—The Stock Ranges in the States, 15—Destruction of Timber, 15—The Possibilities of One Acre, 16—Outlook for Agriculturists, 16—The Professiona Ranks in the States, 17—Value of Money, 17—Farming Implements, 17—The Real Estate Business, 18—Peculiar Methods in the Business, 18—Effects of the "Boom" in California and Kansas, 20—A System of Irrigation, 20—Considerations of Climate, 21—Malarial Districts in the States, 21—Alien Landholders, 22—Investments, 23—Sharpers, 23—Expenses of Litigation, 24—Legal Procedure, 24—Aliens may Appeal, 24—Settlers' Effects, 24—Rates of Freight, 25—

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The Baggage-smasher, 25—New York Cabmen, 26—Economy, 26—Railway Tickets, 26—Trials of Second-Class Passengers, 26—Sharpers, 27—Transfer of Baggage, 27—Conveyance of Money, 27—Bank Drafts and Deposits, 27—Maps, 28—Routes to the Pacific Coast, 28—Colonists' Cars, 29—The Car Stove, 29—Expenses *en route*, 30—The Book Peddler, 30—Canadian Pacific Railway, 31—Chicago Limited Express, 31—Florida Limited Express, 31—Railway Fare, 33—Fastest Time to Pacific Coast, 33—Transcontinental Passenger Rules, 34—Second-Class Cars, 34—Canadian Pacific Passenger Rates, 34—Distances (Transcontinental), 34—Snow Blockades, 35—Train Robbers, 36.

IN selecting any part of North America as a permanent residence, the British emigrant, who is not infected with Republicanism, will give weight to the superior social advantages the Dominion of Canada offers. There are a few chronic revolutionists in the Dominion, who, backed up by the "American Press," attempt to foster disloyalty to the British flag and the Canadian Constitution; but they are a mere unit in the population, and worthy of little attention. In the Dominion, the British settler will have the advantages of living under his own flag, and amongst his own countrymen. Law and order prevail everywhere, and he will enjoy a sense of security, both of life and property, which he may fail to realise in some parts of the United States, where respect for the law is only nominal, men's passions unrestrained, and acts of violence of frequent occurrence. In many of the States he will have to renounce his allegiance in order to purchase and hold property. He will find the judicature of the country, in many instances, in the hands of most unworthy persons elected from the dregs of society by political party influence; and malfeasance in office is of frequent occurrence. Many American newspapers

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seem to make a business of collecting, distorting, and exaggerating scandals and defamatory articles concerning Englishmen and England, and thus create a prejudice against them in the minds of a large class of Americans, who are educated by the press. Offences committed by impostors in the disguise of Englishmen of rank are widely heralded and commented upon by newspapers in the United States as evidence of the depravity of the English upper classes. A paragraph has recently appeared alleging that a Scotch nobleman, one Sir Francis Austin, has, by brutal treatment, driven his wife to seek refuge in this country. Although the leading Philadelphia paper announces that there is no such person as a "Sir Francis Austin," this report will be eagerly seized upon by newspapers, and will not be contradicted by the majority of them. The correspondence and opinions of the most scurrilous English radicals are invited and disseminated, and it is no wonder that Americans, who are not well educated and have not travelled out of their own country, and derive their information solely from their newspapers, regard with ill-feeling English gentlemen who come amongst them. Persons, who have no conception of the character and deportment of a gentleman, seem to be easily duped by the swaggering snobs, who so often impose themselves upon the people as English gentlemen. American newspapers are also, in a great measure, responsible for the low tone of social and political morality existing in the country by the flippant, and often vulgar, manner in which they present the records of civil and criminal offences, by an irreverent manner of discussing sacred subjects, and by the vulgar personalities which so often accompany their censure of political opponents.

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The corruption and corruptibility of public officers is a sad exhibition of the worst side of Republicanism, and the British emigrant will soon realise that the free institutions of this great Republic are not an unmixed blessing.

In comparing the advantages of the Dominion with those of the United States, education in the former, in rural districts, is much superior. There are schools everywhere in the United States, but the teachers are, as a rule, persons of very superficial education themselves, and beyond arithmetic, and orthography, and history of the United States, little is taught; and bad manners are acquired by association with ungoverned children. There is a large area of fertile land at once available for cultivation in the Dominion, but in the United States, there is such a rush for Government lands of desirable quality, from time to time thrown open, and so much trickery, and even violence to be encountered in the selection, that it is very doubtful if a stranger will succeed in obtaining any. He would, probably, find some other person putting in a claim, and perhaps his life threatened, if he persisted in maintaining his position. Men go on to the Indian Reservations, ceded to the United States, before they are actually opened to settlement, and although the law will not sustain their selections, that may not save a legal claimant from the persecution of those dispossessed. Nothing of this kind will be experienced in the Dominion; and it is extremely improbable that any further trouble will be experienced in the North West Territory from an Indian or Half-Breed outbreak, after the lesson they have received; and the Canadian mounted police keep admirable order throughout the country. No trouble on account of Indians, however, is to be

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feared, now, in the Western United States; and so many eastern farmers have settled in the far west, of late, that social advantages have very much improved, and are steadily improving, and the vast region west of the great chains of mountains to the Pacific Ocean, with its splendid climates, and wonderful resources, offers a most tempting field for the emigrant and colonist who is willing to adapt himself to the ways of the country and of such society as may be available. In the case of men, or families, who have been accustomed to the refinements and luxuries of English life, the amenities of social intercourse will much depend upon their own good judgment and forbearance. They must not expect to find American families of culture and refinement in rural districts of the west, and any marked disinclination to associate with their neighbours, or criticisms of their ways, or the state of the country, will be resented. The people will expect them to find everything superior to what they enjoyed in their own country, and it must be remembered that Americans are peculiarly sensitive to criticism, and do not tolerate any semblance of superiority. Domestic servants, or "helps," as they must be called, and labourers in the west, and in rural districts, expect to be received at the family table and treated as members of the family; otherwise they will not work for those denying these privileges; and domestics brought from the old countries will be subjected to influences tending to alienate them from their allegiance, or, in the case of eligible females, they will soon be induced to marry and leave. Domestic servants are very hard to obtain, and families should learn to do their own work: but where Chinamen can be obtained, on the Pacific coast, they do very well.

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Families emigrating, who desire the service of domestics, can bring out elderly persons of unattractive appearance with tolerable success.

Before the State Board of Agriculture of Pennsylvania in 1879, Dr. John P. Edge, a member, made the following statement:—"Great Britain shows that she has got so far beyond the possibility of feeding her millions, that she takes products of our soil to the value of 400,000,000 dollars annually and returns us only 98,000,000 dollars in fabrics, and the balance in cash. The widest difference between the foreign and American farmer is in the methods of tillage.

"*We* depend on machinery to perfect and harvest our crops. With a span of horses and one man, our average farmers of one hundred acres will do *all the year's work*, except threshing and harvesting. He has ample barns; his buildings are centrally located to cover all the advantages of water, drainage, &c.; his house, if not pretentious, has the appearance of comfort and solidity. Everything about gives you the impression that the occupant lives at home.

"In great Britain and on the Continent it is different—all the surroundings speak of age and pinch. The farmer is a peasant; his home a cottage, generally straw or tile covered, low, damp, and cave-like. You see no large waggon houses filled with mowers and reapers. His barn is a shed, often connecting with the dwelling and under the same roof; his harvest in stacks; his domestic animals a part of his family, the stable often serving as a *sleeping apartment* for both. Everything is primitive, and the entire living suggests the renter, who is in reality, *loaded down* with rents and

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taxes, and tithes, until after the landlord, the priest, and the State, and the municipality are satisfied, he often has less than one-fifth of his earnings for *his* share."

Such was the sad condition of the British farmer as misrepresented by Dr. Edge. As a matter of fact, the average English tenant farmer is a king to his American cousin, both in the style of living and the comfort and neatness of his surroundings. A thing which will particularly attract the attention of the foreign visitor, in traversing the country, is the hideous and untidy appearance of farm houses. No matter how beautiful the country, naturally, may be, it is defaced by ugly snake fences and the glaring, white-painted, or washed, farm house; the farm yards ankle-deep in mud, and hogs wallowing in mire in their pens. The farmer's style of living and dress corresponds.

We shall now see how his superior methods have resulted.

Mr. James K. Reeve, in an article on "Agriculture as a Profession," which appeared in *Harper*, May, 1889, says: "Upon lands comparatively new, and aided by all our American pluck and enterprise, our splendid machinery, and our 'knack' of being foremost in every undertaking, we produce less than half as great a yield of wheat per acre, as England. Looking at the grand total, we lead the world, at the result of individual effort, and we are behind almost every land but India. Our population is increasing in a ratio never before known in the history of nations; the productiveness of our arable lands is decreasing, and the present generation will see the limit of the territorial expansion of our agriculture. When this limit is reached we shall be

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confronted by two alternatives—either to let another and wiser nation feed us, or so to husband our own resources, that the emergency may be met and overcome from within." "The rise in land values, with consequent increase of taxes, and of interest on invested capital, coupled with the decreased amount and value of the product, is now rendering it extremely difficult for farmers in the older sections to secure an adequate return for the employment of their capital and labour. The statistical agent of the Agricultural Department reported the average income for farmers in the State of New York, for 1886, as being only three-and-one-half per cent. on their invested capital; and this without any allowance for the value of their own time and labour. At that rate, the more land a man has, the worse he is off; and as methods of cultivation which will tend to better this condition are well-nigh impossible, or at least impracticable on large areas, and under existing management, we find, consequently, a growing tendency toward the subdivision of agricultural holdings." One out of every twenty farmers in the State of New York is hopelessly in debt, and from the Atlantic to the Pacific this evil prevails to a greater or less extent.

. . . . . .

In New Jersey, with the advantages of rich soil, in many places underlaid with marl, and the finest markets in the country close at hand, the farmers complain that they cannot obtain an adequate return for their money, and in some cases find it difficult to make even a living. It is true that the past season has been most unfavourable, but the financial condition of the farmers must be bad to be so affected by one bad season.

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They attribute their difficulties to the exactions of commission-men, and the exorbitant local rates of freight, and especially the competition of California producers. The transcontinental rates are so low, owing to the great competition of Railway Companies, that it is difficult to see how any profit can be made, on these rates, and local rates are, therefore, made to counteract the trans-continental. Wherever there is no competition, and combinations have been made by Railroad Companies, the farmer is mercilessly overcharged.

The Governor of the State of Nebraska, in an appeal to the "Trans-Missouri Traffic Association," says that millions of bushels of corn are lying on the ground, going to waste, in that State; and that the farmers who raised it are unable to get it to market on account of high rates. The farmers are unable to pay for provisions and coal, and cannot meet their engagements in consequence. They are burning this corn in place of other fuel. Local business is almost paralysed, and a most gloomy prospect for the opening of spring is before them. Affairs in Kansas are in a very bad way also, and much distress exists in agricultural districts. Governor Miller of North Dakota says, "There is more destitution amongst the people than ever before known in the history of the country." In South Dakota there is great distress and destitution amongst the farmers.

There is no pessimism in this presentation of the condition of the majority of farmers in the United States, but, in striking contrast with this, is the present status of the educated, practical, and theoretical agriculturists, whose fine farms in many of the Eastern and Middle States, skilfully managed, still continue to pay a fair,

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and, in some cases, a handsome dividend on the investment. It is, however, now more than ever necessary that an agriculturist should have ample and even surplus capital for a given area, as well as a thorough knowledge of the business connected with it. One of the greatest evils of insufficient capital is shown in the inability of the poor farmer in the West to buy stock to feed his produce to, and thus everything is taken out of his land, and a mere nominal price paid for the produce.

The Ohio Commissioner of Labour reports upon Farm Mortgages as follows :—

AMOUNT OF FARM MORTGAGES CARRIED BY VARIOUS STATES.

Ohio, ...	$701,000,000
Indiana, ...	398,000,000
Illinois, ...	620,000,000
Wisconsin, ...	250,000,000
Michigan, ...	350,000,000
Iowa, ...	175,000,000
Nebraska, ...	351,000,000
Missouri, ...	237,000,000
Kansas, ...	203,000,000
	$3,425,000,000

The census of 1880 showed the value of the farms in these States to be 5,107,040,003 dols.; they are worth less now than at that time, so we have ten of the most fertile States in the Union being mortgaged for more than two-thirds their value.

The estimated total mortgage indebtedness of the farmers in the United States amounts to the enormous sum of 9,000,000,000 of dollars. The greater portion of

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this sum has been spent, not on improvements, but to enable the farmers to live. Mr. Cleveland, in his message to Congress, said, referring to the farmers: "Their lands are declining in value, while their debts increase." Turning to the Dominion of Canada, we find in the Province of Ontario, according to official returns, that the increase in the area of cultivated lands from '83 to '86 was 1·4 per cent., while that of their value was 1·7 per cent., it thus appearing that the value of farm property has *increased more rapidly than its area.*

The condition of farmers in the United States, as shown by Mr. Reeve's statements, is only too true. It then appears, that in spite of the great resources of this magnificent country, of the superiority of its institutions, of American "knack" and enterprise, the American farmer is considerably worse off than the English or Canadian farmer. The protective tariff, and the exactions of monopolies, trusts, and middle-men bear hardly on the American farmer; but, apart from these evils, the causes of the present agricultural depression are: The reckless and exhausting system of farming so long pursued, leaving vast areas of once fruitful lands in a state of depletion; an aggregate production in excess of the home and foreign demands; extravagance in machinery; farming with insufficient capital, and general mismanagement, and improvidence. Men attempting to farm large tracts of land with small capital, must borrow money, at from eight, to even 15 per cent. A bad season ensues, and with it financial embarrassment, and they become "tenants at will" of the mortgagees. The money-lenders are now the landlords of America, and their tenants are barely able to make a living,

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and pay the high rates of interest on their indebtedness.

This state of things under a monarchical form of government would be intolerable; but the American farmer, in the enjoyment of the free Institutions of a Republic, thinks his condition, bad as it is, very superior to that of the down-trodden tenants of an Irish or English landlord, who would, however, be happy with a five per cent. dividend on his investment. The newspapers, and the farmer seldom reads anything else, constantly remind him of the superiority of his works and the attributes of his life over those of foreigners; and he looks down on them and their methods; but perhaps now, at the eleventh hour, he is beginning to think he may not have quite a monopoly of the wisdom of the world. Thousands of tons of straw, which should be converted into manure, are annually burnt, and often where the attempt is made, the nutritive qualities are dissipated by improper management. Expensive machinery, bought on credit, is often left out in all kinds of weather. Stock is badly housed and improperly fed, and there is slovenliness and untidiness everywhere. When the land will no longer yield a fair crop, the farmer goes farther west if he can, only to repeat the same process, with the "knack" of being foremost in every undertaking. As for the "pluck" and enterprise Mr. Reeve refers to, one cannot recognise "burning one's candle at both ends" as "pluck," or covering the country with exhausted farms, as enterprise to be admired. For years the leading agricultural journals, and the "Reports of the Agricultural Societies," have been showing him the errors of his methods of farming, but

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the average American farmer has a contempt for "book-farming," as he calls it. "He is a practical man," and does not want any theories on farming. He said, "that the land was 'too fat,' and did not want manure." Well! *his* fat is in the fire now, and he will have some trouble in getting out of his present difficulties.

It might be supposed that the American farmer is liberal and luxurious in his style of living, even to extravagance. This is very far from being the case as a rule. His clothing is of the coarsest and cheapest kind, chiefly cotton. He drives to market in a rough farm-waggon with plough horses. He is out of bed at daylight in summer, and lamp-light in winter. His food consists principally of fat bacon, hot bread, the common vegetables, and the inevitable pie, with cheap Rio coffee. Occasionally fresh meat is obtained, which is either cut in thin slices and fried in fat, or into lumps, and boiled till all the juices are extracted, which are thrown away in the water. He has fruit, dried, or preserved, and molasses, with hot batter cakes. The cooking is generally abominable, and he may look forward to a toothless and dyspeptic old age. The middle-men, including machinery, insurance, and a variety of other agents, and the commission-men, who live on the proceeds of his labour, live well, dress well, smoke cigars, and drive about in "buggies." All good articles of clothing, furniture, and other furnishing material, are so expensive that they are beyond the reach of the farmer, and he must confine himself to the plainest and cheapest kinds, for which, however, he pays a price which would buy him good ones in the old countries, and in which goods of American manufacture are sold at least thirty

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per cent. less than he pays for them. So much for "protection," as far as the farmer is concerned. Bill Nye, the humorist, says: "Ten of the Western States have got about 3,500,000,000 dollars of mortgages on their farms, and that don't cover the chattel mortgages, filed with town clerks on farm machinery, stock, waggons, and even crops, 'by gosh!' that ain't two inches high under the snow. That's what the prospect is for farmers now. The Government is rich, but the men that made it, the men that fought *perāirie* fires, and *perāirie* wolves, and *Injuns*, and potatoe bugs, and blizzards, and *have* paid the debt, and pensions, and everything else, are left high and dry this cold winter, with a mortgage of 7,500,000,000 dollars on their farms." An American, writing in *Bradstreets*, says: "The apparent prosperity of Dakota is based upon the expenditure of the capital procured by mortgaging the farm lands. The farmers are spending their farms; mortgages are at 8 to 10 per cent., and the impoverished farmers have to pay an additional 10 per cent. on renewals, so that the interest is really 11 or 12 per cent." Professor Henry, in Wisconsin, said: "One of the richest prairies in the United States is that of the St. Croix valley. To-day the richest part of it is almost without fences; the majority of the farm buildings, especially the barns, are poor, and the people complain bitterly of hard times." The *New York Post* recently called attention to the fact that one of its correspondents counted—in a drive on the main road from Lowell, Mass, to Windham, New Hampshire, (a distance of 12 miles)—six deserted sets of farm buildings, besides several which had already gone to ruin; while fields and pastures were growing up to wood.

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The Bureau of Labour of Michigan reports that during the year ending June 30th, 1887, there were 1,667 foreclosures and 244 sales by levy of execution on farm property, or nearly four times more than in Ontario, Quebec, Nova Scotia, New Brunswick, and Prince Edward Island taken together; the total population of Michigan being 300,000 less than that of Ontario alone, and the value of farms being about 230,000,000 dols. less than those of Ontario (*vide* report of Dominion Statistician of Agricultural Department). In some of the older sections of the United States large areas have been abandoned, being no longer capable of producing a paying crop; while in a large section of Ionia, a choice portion of the fertile West, the corn crop has declined in twenty-five years from 40 to 22 bushels per acre. Mr. Reeve remarks "that the restoration of these depleted lands is beyond the capacity of the ordinary farmer."

If we turn to the great pasture regions of the West, we find that similar improvident methods have been pursued by the stockmen; large heads of cattle and sheep with inadequate or no provision for winter, resulting in heavy losses and in an impoverished and degenerated progeny, and the utter destruction of the pasturage by over-crowding. Looking at the timber resources of the country, we find that thousands of acres are annually destroyed by fires, and everywhere a reckless waste is observed. In the present state of the markets, the attempt to restore and place in a remunerative condition depleted farms, will be attended with difficulty, but the educated agriculturist will find methods of doing this, and succeed, when the nature of the soil permits, and with the advantages of a rapidly

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increasing population and an increased demand for superior productions.

The British farmer who is at least making a living and in the enjoyment of the comforts of English home life may go further and fare worse. But for those who decide to emigrate, and find superior attractions in this country, the outlook for agriculturists is not quite so gloomy as it might seem. Mr. Reeve says: "Few men realise the possibilities of an acre of ground. The bare statement that it contains 43,560 square feet, conveys little meaning. It is not difficult to grow upon an individual foot of that surface, a product of flowers, plants, vegetables, or small fruits, that is worth five cents. This ratio applied to the entire acre would give a product to the value of 2178 dollars. This result has actually been accomplished."

Unfortunately, however, there is not room for more than a comparatively limited number of market-gardeners, and it is a profession that requires special training, and is rather overdone in the eastern and middle States. But in the West, in the vicinity of growing cities, destined to be manufacturing centres, the intelligent management of even a few acres will, at least, support a family. It is estimated that it requires a capital of at least 300 dols. an acre to manage a market-garden, and the work is hard and constant. There is a growing demand for a superior quality of fruit, and vegetables, and meat. Farms can be bought in favourable situations, which can be made to pay a dividend on the investment, by skilful management, where others have failed. In this country, as in Europe, all grades of "professions" are greatly overcrowded:

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much more so, in fact. There are not patients enough for half the doctors, nor clients enough for half the lawyers, nor churches enough for one-fifth the preachers. Young men crowd into the cities in search of employment, and there is a large surplus of book-keepers, clerks and others, seeking an entry into commercial life. In the West, storekeepers of all denominations rush to any point at which the tide of emigration flows, and business competition is keen—and there are more stores than there is business for. A man without interest and special qualifications, will have much difficulty in procuring employment in cities, and in which his salary would do little more than support him, but skilful mechanics can always find employment. The purchasing power of money is so much greater in England than the States, that a higher rate of wages is absolutely necessary. There has been a general cutting down of wages, however, without a corresponding decrease in the cost of living, so that the clerk or working-man will find himself little, if anything, better off than at home. With the exception of some of the common necessaries of life, everything is much higher in price, and not so durable as a rule. American goods sold in England are often of a better quality and sold at a lower price than they can be obtained for here. Farming implements, carefully made, are sold for one-third less than the American farmer pays. It is reported that the "Oliver" chilled plough has been sold in Liverpool for seven dollars, but the American farmer pays fourteen.

Farming machinery and implements made for exhibition or exportation are carefully constructed, but much of it sold to the farmers here is defective in structure;

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frequent breakages occur by the breaking of castings, or metal of poor quality, and the blacksmith has plenty of work in this way. Many of the waggons, and most of the vehicles called "buggies," are very flimsy in structure and are constantly breaking.

Americans complain of English manufactured articles being too heavy, solid, and cumbersome; but they certainly go to the other extreme, and make their implements and vehicles too light and weak in structure to wear well, especially when material of the cheapest and most inferior quality is used, as it frequently is.

The settler should learn the names of the best makers before purchasing any machinery or implements. As long as manufacturers can sell inferior articles at remunerative prices, they will not make any change for the better, and the demands have been so enormous that a ready sale has been found for them.

One of the great industries of North America is the "Real Estate" business. This includes money-lending at usurious interest. The term "Chevalier d'industrie" might be appropriately applied to many of the fraternity. The people are subject to frequent epidemics of "real estate craze" called "booms." The last and worst of these fevers invaded Kansas City, and from there extended to Southern California, which it left in a state of collapse, and is now lingering on the North Pacific Coast. The real estate man is very ingenious in his methods of starting this "boom," one of which is to put a fictitious price on a piece of property sold; for instance, a stranger arrives in a town, desiring to invest, say 10,000 dollars; he applies to a real estate man, who promises to look out for a suitable investment, and

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approaches some property holder who, he knows, would sell at a certain price, say 5000 dollars. He tells him he is not asking enough for his property, and offers to get him a much better price, if he will give him half the excess. The agreement being satisfactory, the lot is sold for 10,000 dols., and the news spreads rapidly that property has doubled in value. In other cases fictitious prices are recorded. Property thus bought at a period of inflation is not, in most cases, worth half that is paid for it. Real estate agents have made fortunes in a week. Money poured in on all sides; trains were crammed with passengers seeking investments; the hotels were unable to hold them, and they slept in the passag.s and on the stairways. At San Diego Póst Office, California, people had to wait their turn in a line extending all across the street for the distribution of mail. Some of them had boxes to sit on, and lunch to eat, to relieve the tedium. Great efforts were made on the part of the International Comp. to extend the boom into Lower California, but with little success; towns and cities were built and laid out, and blocks of building lots sold (on paper), but the reputation of Southern California was too much for Lower California. While the fever lasted, town lots doubled, tripled, quadrupled in value, with a rapidity which took away their owners' breath, and all persons who had cash or could borrow invested in them. Miles off the cities, on desert land, new towns were laid out, and, headed by bands of music, the people, like sheep led to slaughter, were conducted to the sales of the lots. The Louisville *Courier Journal*, commenting on the result of this craze, says: "All investors have suffered, home people

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and outside purchasers alike. The majority of the fortunes were lost as suddenly as they were acquired. Few men were able to quit in time. The temptation to make just one more successful deal was too strong to be resisted, and many persons who at one time fancied themselves rich have now nothing but unsaleable lots in a Kansas or California town. This has been a costly lesson to the American people, and its example is not likely to be entirely lost. Booms are hurtful to any town or country, no matter how great its advantages or prospects may be. By no process of calculation or reasoning can the real estate of a town be made to be worth two or three times as much as it was a week before. There is no doubt many parts of the West have been seriously injured by the wild speculation in real estate. Banks have failed, land companies have gone into liquidation, farms are sold under the hammer, buildings are left half-finished, and the general condition of financial affairs is most unhappy. Immigration, which is the life blood of New States, has decreased considerably, and many former settlers are returning to their old homes in the East.

It is said that the assets of the suspended First National Bank of Abilene, Kansas, consist almost entirely of land mortgages, and that its failure was due to the collapse of the great Kansas real estate boom, many pieces of property being mortgaged to it for double their present value. It is proposed that the Government institute an extensive system of irrigation for the purpose of reclaiming millions of acres of land, so far, almost useless. Systems of irrigation by companies have already proved successful, and there can be no doubt

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that an immense area of land can, in this way, be made very productive ; and it is estimated that land that is only worth a dollar now, would be valued at at least ten dollars with irrigation facilities. Climate is of the greatest importance to the settler ; and it is too often ignored in view of other advantages offered him. People who settle in malarial districts, or relaxing climates unsuited to their constitutions, will, if not seriously affected, lose their energy and ability for the vigorous prosecution of their business, and many failures have been noted from this cause. Persons of a bilious temperament should avoid districts in which bilious and malarious fevers are prevalent, and the relaxing climate of the Southern States, or climates with much humidity and great summer heat.

Catarrhal-pulmonary and rheumatic affections are very common on the Atlantic coast, and in the vicinity of large lakes in the middle States.

In districts having a very dry atmosphere with great altitude, and sudden variations of temperature, muscular rheumatism prevails. In many of the large cities in the Eastern States, such as New York, Philadelphia, Baltimore, Washington, Pittsburg, Harrisburg, and various cities in New Jersey, and on the Hudson River, the heat in summer is very prostrating, producing sunstroke, and great mortality amongst small children. In the Central States, Chicago, St. Louis, Indianapolis, and other towns in their respective States, are subject to excessive heat and its attendant evils. The whole valley of the Missouri, from Council Bluffs to New Orleans, and that of the lower Mississippi is very malarious, and subject to high summer temperature, and this is especi-

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ally the case with regard to that portion of the valley below St. Louis; as also the valleys of the Ohio, Arkansas and White Rivers. All these valleys are subject to inundations, which greatly increase the prevailing malarial fevers, after the waters subside; and the inhabitants present a jaundiced, melancholy appearance, and take quinine and calomel to excess. All through the flat, swampy lands of Indiana, Illinois, and in many parts of Michigan, fever and ague prevail; also in that portion of Iowa adjacent to the Mississippi River, and in Missouri, along that river and its tributaries. Throughout Louisiana, Arkansas, Texas, and most of Kansas, bilious fever and ague prevail; and in all the lowlands of the Southern States to the east.

Congress passed the "Alien Bill," March 3rd, 1887, which prohibited persons not citizens, or who have not lawfully declared their intention of becoming such, from acquiring, holding, or owning real estate in the territories or the district of Columbia, except such as may be acquired by inheritance, or in the collection of debts heretofore created.

The following is a list of the States and Territories in which aliens may or may not hold real estate—

STATES IN WHICH ALIENS CAN HOLD LANDS.

Alabama, Arkansas, California, Colorado, Connecticut,* Florida*, Georgia, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, Nebraska, Nevada, New Jersey,

*** Resident aliens may hold lands, and non-resident for receiving only.**

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North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia and West Virginia.

STATES AND TERRITORIES IN WHICH ALIENS CANNOT HOLD LANDS.

Alaska, Arizona, Dakota,* Delaware,* Idaho,* Illinois*† Minnesota,‡ Montana, New Mexico,* New York,* Utah,† Wisconsin,† Wyoming, District of Columbia, and Washington.

In the purchase of any property, or in any kind of investment, extreme caution is necessary. The country is full of land-sharks on the look-out for tender feet, as newcomers are called; and their ingenuity in methods of deception is remarkable. The county records of property should be examined for mortgages, and the "Deeds" of the property signed by all persons having any sort of claim.

A mistake Englishmen make, is paying too much; for the price is nearly always advanced to meet their demands. The strictest business methods should be adopted in all financial transactions, and if you allow any one to get "ahead of you," as it is called, by a smart "Yankee trick," the odium will fall on *you* unfortunately.

There are no Small Debts Courts, and the expenses of collecting, on "Judgment," a small sum will amount to

* Residents can hold real estate by becoming naturalized. In Illinois there are special provisions about sale within six years.

† May hold 320 acres only, unless acquired by inheritance or in collection of debts.

‡ By inheritance, or in collection of debts.

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more than the sum in question. Thus, a "Judgment" for 14 dollars costs the plaintiff 100 dollars. Litigation is attended with great expense and uncertainty, and is ruinous to a man of moderate means. In the recovery of large sums of money by legal procedure, the client often receives only half the amount awarded. The following extract is from the *New York Herald*: "All hail to Judge Laurence! He has had the courage to pronounce excessive a lawyer's charge of 5,235 dollars, for collecting 9,543 dollars for a widow in Ireland from the estate of her deceased brother in Schenectady. Such exhibitions of heroism upon the bench are too rare to pass unnoticed!"

Political influence and the use of money enters so freely into legal procedures, that verdicts are frequently at variance with the evidence, and "Justice" has the bandage over her eyes so arranged, that she can see who is going to pay the most for her services.

In securing legal advice, great care should be taken in selecting a legal adviser, for there are many pettifoggers who make a business of inciting litigation, and who are most unscrupulous. An alien has the right to appeal at once to the "Supreme Court" from a decision by a County Court. The best way to avoid trouble, in the way of litigation, is to adopt strict business methods, which is the custom of the country. This is specially to be observed in the matter of making contracts. Never pay in advance of work done. There are two bad kinds of paymasters, the one does not pay at all, and the other pays before the money is earned.

The settler can bring in, free of duty, all articles of household effects which can be shown on "affidavit" to

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have been in use 12 months. Any reasonable amount of wearing apparel, obviously for the person's own use, and which has been fitted on or worn by him, can be passed through the Custom House; but anything beyond this will subject him to much trouble and annoyance. All tools or implements of any kind in use, pertaining to a person's profession, are free of duty. For any changes, apply to American Consul at Liverpool or London.

Through rates of freight on "household effects" boxed to the Pacific Coast or any terminal point, are about $4\frac{20}{100}$ dollars per 100 lbs. To the middle States (points on Missouri or Mississippi Rivers), $1\frac{31}{100}$ dollars per 100 lbs. Heavy articles of household effects can be shipped direct to the Pacific Coast, by vessels from Liverpool, at very low rates.

Goods sent over American roads should be very carefully packed, to save breakage as much as possible. Passengers' baggage, limited to 150 lbs., should be in very strong trunks of medium size. The American "baggage-smasher" handles passengers' trunks very roughly, especially if they have a foreign appearance. If they are very heavy he will not lift, but roll and kick them, and if he happens to be in a bad temper, may drop your trunk on one corner. The American baggage-system is, however, nearly perfect, and the "wreck" of your baggage with the checks attached is sure to "turn up" at the end of the journey. Any baggage in excess of 150 lbs. should be boxed—(trunks will not be taken except by Express Company at high rates)—and delivered to any of the freight offices in New York, and the charges must be prepaid on all household effects.

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Cab hire in New York is high, and the hackmen noted for extortion and impudence. It is said that one of these "worthy men," while bathing at Long Branch, was suddenly confronted by a shark, which, however, "blushed" and left him.

The stranger should ask the hotel-clerk to settle for him. Persons desiring to remain any time in New York, for a week or more, in an economical way, can, by looking at the *Herald*, select a small room in a respectable house and street for two dols. per week, and get their meals at restaurants at from 40 cents. to 75 cents. Street cars and elevated railroads will convey a passenger, with small valise only, to any part of the city, on their routes, for 5 cents. Rates of transfer for baggage to and from any part of the city to points of departure are 50 cents. for a trunk and 40 for a valise. One trunk can be taken on a cab free. Two classes of tickets are issued by the railroad companies, the limited and unlimited. On the former no stop can be made, on the latter, sold at an advanced rate, the passenger can, on informing the conductor, break the journey at any point. This applies to first-class tickets only; but on second-class, or colonist tickets, west of the Missouri River to the Pacific Coast, the privilege of stopping 10 days is accorded, for the purpose of seeing land, or any part of the country. At "Kansas City," Omaha, and St. Paul, tourist sleeping-cars for second-class passengers will be found, but up to these points the journey of the second-class passenger is a most trying one, often in a crowded car in a contaminated atmosphere, alternately oppressed with heat and smothered with dust, and without the privilege of adjourning to a sleeping-car; on a second-class ticket

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meals are 75 cents. at the stations with 20 minutes to "bolt" them. Passengers for the Southern States can take steamers from New York to all points on the coast. Transcontinental passengers, when at Chicago, should look out for "sharpers," and under no circumstances show their tickets to any but a "conductor" in uniform, or surrender their baggage-checks to any but authorised express agents, for purpose of transfer, if wishing to stop. Baggage checked through to western points will be transferred free of charge, and cannot, as a rule, be got at until its destination is reached; but at "Kansas City," Omaha, or St. Paul, the baggage-master will permit the passenger, on producing his checks, to open and remove such articles as he may require, and there will be time to lay in a stock of provisions for the journey west. Great care must be taken of the checks, or much trouble will be encountered in recovering the baggage; and they should never be given up except on its delivery. On arrival at the end of the journey, baggage may be left at baggage department 24 hours without charge. Money should be taken in sufficient quantity for the journey only. Take drafts on a bank in New York, where exchange will be made and "drafts" issued, which are good at any point in the West, on *proper identification* of the person presenting; otherwise a delay must occur for their collection. To avoid this delay, request the banker in New York to forward a "Letter of Credit," with *specimen of signature*, to any bank in the "West," or get "Postal Orders" for small sums. No drafts on New York, or London, will be paid without identification by some well-known person; and where this cannot be obtained, it is necessary for a specimen of signature to be

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sent to New York in the first place. Much inconvenience has been caused by neglect of these precautions. As some time will probably elapse before any investment can be made of capital, it should be deposited at interest. Many of the Western Banks allow 3 per cent. on deposits for 3 months and over, varying with the amount. The New York bankers will tell you the "standing" of any bank in the West, on inquiry; or "Savings Banks" in the East can be used. On arrival at New York, or other port, the tourist or colonist should provide himself with Raud, M'Nally & Co.'s pocket maps, referring to any part of the continent they may be going to, which can be obtained at most stationers for a small sum, and are very complete and convenient. Of the routes to the Pacific Coast, the Union Pacific, *via* Ogden and the Sacramento Valley, and *via* the Denver and Rio-Grande line—from Denver to Ogden—afford the finest scenery, starting either from Kansas City or Omaha, but a second-class passenger cannot get a ticket for a continuous journey *via* the Rio-Grande line for Southern and Lower California, the Atchison, Topeka, and Santa Fé, and the Union Pacific, *via* San Francisco. For a long round, with grand scenery, take the Canadian Pacific from Quebec to Montreal, or the passenger can book from eastern cities at the Canadian Pacific office, for a lower rate, *via* Chicago, St. Paul, and Vancouver, to San Francisco; getting a through colonist car at St. Paul. For the South, the Piedmont Air Line, *via* Pennsylvania R.R. from New York to New Orleans and intermediate points in Southern States, is the best; and from New Orleans the Central or Texas Pacific lines, for points in Texas; or, for the latter State, the Missouri,

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Kansas, and Texas, from St. Louis, *via* Pennsylvania. The colonist-cars which are provided for second-class transcontinental passengers, are in some ways pleasanter to travel across the plains in than the ordinary Pullman-cars (which cannot be entered by persons holding second-class tickets)—for they are cooler and pleasanter in summer, and not so "close" and overheated as the former. In winter the American car-stove is an abomination in some respects, for there is no regulating the heat, which often becomes insufferable; and if a window or door is opened you are liable to get chilled, and your eyes filled with dust, and your lap with cinders. At night in the Pullman sleeping-cars, the heating stoves being in charge of negro porters, who are unreliable measurers of heat, the unfortunate passenger often wakes up in a sort of vapour-bath. If he has an upper-berth the heat ascends, and he gets an extra share; if in a lower-berth, the air is excluded on all sides, and it is not much better. Passengers arriving from the Pacific Coast are very likely to contract a terrible cold, owing to these overheated cars, and the change of climate.

Another serious objection to the stove is that those who have to sit at the ends of the car are slowly roasted at times, and, finally, if the car upsets, the stove may be deposited in your lap; in fact it is a common sequence to railway accidents, in which cars are overturned, and horrible results follow. A new system of heating by steam from the boiler is being adopted. The great objection to the colonist-cars' run over the "American" transcontinental lines, is the presence, very often, of very rough and offensive passengers, and the cars are not kept clean on the journey, and, in fact, are often in

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a most filthy condition. At some of the termini of these roads, notably at the Union Pacific at Omaha, some attempt is made to sort the passengers, putting the most respectable in appearance into a car by themselves, but no reliance can be placed on this. A party of emigrants amounting to 25 can obtain a car to themselves, and can, then, be very comfortable. The usual plan, with regard to provisions, is to lay in a sufficient stock of canned meats and vegetables, with bread and butter, and tea, etc., which can be made by use of the car stove, or a pocket spirit-lamp. The price of meals, *en route*, being 75 cents. (rather over three shillings, amounting to nine shillings a day), the sum for a large family would be considerable on a four or six days' journey. Bread and fruit can be bought at stations *en route* at a very high rate. Milk is often offered for sale, but tinned condensed milk should be taken. A great nuisance on all ordinary trains is the book-peddler, or "news-agent," who is often offensive and persistent in trying to make you purchase his wares, which he kindly forces on you at a profit, to himself, of 1 to 200 per cent. He plies you with fruit, candy, nuts, and "deadly cigars" at 5d. a-piece. Again he appears, from his store box at the head car of the train, staggering along with a pile of sensational novels up to his chin; which he, unceremoniously, distributes to the passengers, by dropping them into their laps, and, occasionally, a violent lurch of the train may cause an avalanche of "detective stories" to descend on the bullied passengers. Presently the peddler returns and urges you to buy, and scowls if you don't; but he will try you again with something else, until you pay to get rid of him, or get angry your-

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self and exchange "civilities." These worthies are seldom permitted in the Pullman-cars, and when there behave themselves. The colonist-cars on the "Canadian Pacific" are superior to any. They are kept clean, and a superior class of passengers are met with. The employees are also civil and attentive to the passengers, and, in every respect, the C.P.R. is the best transcontinental line in North America. A short journey from Quebec, or 15 hours from New York, will place the colonist passenger at Montreal, from which place he will get a through sleeping-car to Vancouver and intermediate points. There are two special limited express trains run over the Pennsylvania railway, which is the best equipped and constructed line in North America. The first of these specials, the Chicago Limited Express, leaves New York at 9 A.M., running the distance of 892 miles in 24 hours, an average of 37 miles an hour. The second special, the Florida Limited, leaving New York at 9.30 A.M., on Monday, Wednesday, and Friday, runs to St. Augustine, Florida, a distance of 1125 miles, in 34 hours; an average of about 33 miles an hour. Both these trains are run through without change, and are splendidly equipped; consisting entirely of drawing-room, sleeping, dining, and ladies' cars. There are library, smoking, and bath-room compartments, and the cars are heated by steam, and have both electric and gas lights (in reserve). Some special improvements in these cars are the observation car, having unusually large and central bay windows, affording an excellent view of the country. There are no square corners, every corner being artistically rounded off and ornamented with quaint designs in carving. For the summer season some

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of the new cars have seats upholstered in a white hair fabric, that imparts to them not only a bright, cleanly appearance, but renders them far cooler than the plush now used for this purpose.

The Pullman Safety Vestibules are used on these trains, providing safe communication between the cars, steadying the motion of long trains, and deadening the noise of the wheels. The lavatories, dressing and bath rooms are perfect in their appointments, and there is, also, a barber's room. The electric lights are so arranged that one may sit or lie in one's berth and read. Beyond the ladies' bath-room is a state room, finished in white and gold and hung with rich drapery.

It contains an upper and lower double berth and a sofa. The finishing is elaborate, and the appointments render it a dainty boudoir. Connected with the state-room, and opening into it, is a lavatory and a private toilet-room. The section nearest the state-room is fitted with handsome velour curtains, which, when hung in position, form an improvised compartment for the use of invalids, or others desiring a certain degree of seclusion. The farther end of the car presents a large drawing-room, of similar style and finish; and, by an ingenious employment of folding-doors, a very complete state-room may be cut off from the main body of the drawing-room. The drawing-room will accommodate five, and the state-room four people, and the two compartments may be used *en suite*, or as separate rooms. All the sleeping cars are appointed in the same manner, with the exception of the ladies' bath-room, which is only provided in one car of a given train. In all cars the toilet-room

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for men is entirely enclosed, so that absolute privacy is secured for the toilet.

At stations along the route the quotations of the stock market are received and posted for the information of passengers interested. There is also a stenographer who will attend to any correspondence required, or transmit telegrams. It is even suggested that the use of a phonograph be employed, so that those passengers who dislike the exertion of reading, can have the contents of a book read to them.

In addition to the usual attendants, a ladies'-maid is now appointed. There are excellent meals served in the dining-cars, at a charge of 1 dol. The fare from New York to Jacksonville or St. Augustine is about 29 dols. 15 c. The extra-fare tickets, including one double berth in sleeping-car, or seat in a section of the same, cost 15 and 16 dols. respectively. A Pan-American transcontinental route is now talked of, and, in all probability, in a few years a luxurious journey will be able to be made to the principal cities of South America. The New York Central and the "Baltimore and Ohio" Railways also run limited express trains to Chicago, making nearly the same time. The fastest time made to the Pacific Coast is by the "Western Express," leaving New York at 6 P.M. daily. This is owing to its prompt connections with Western roads, the time being six days, four hours, and twenty minutes, and its arrival at Chicago at 9.30 P.M. the following day. The first-class rate from New York to San Francisco, or other terminal points on the Pacific, is about 85 dols., and by the limited express to Chicago, 89 dols. The extra fare for sleeping-car will be about 20 dols. By the Canadian Pacific from New York or

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Boston, to points on the Pacific Coast, the fare is 75 dols. first-class; and time, seven days to Vancouver and two days to San Francisco by rail, *via* Tacovia and Portland, and three days by Pacific Steamer from Vancouver to San Francisco.

The emigrant rate, for steamship passengers only, from New York to Chicago is 13 dols., and from New York to the Pacific Coast, any terminal point, 58 dols. 25 c. This class of passengers must leave New York (by the Pennsylvania route) by the Pacific Mail at 8 P.M., or in special emigrant cars. The arrangements are similar on other lines. Other second-class passengers pay a rate of about 63 dols. from New York to the Pacific Coast, and 17 dols. to Chicago, and can leave on any train but the "limited." They must, however, confine themselves to the forward second-class and ordinary smoking-cars, which on the journey soon become in a most filthy condition from the abominable habits of chewing tobacco and expectorating, and throwing nut shells on the floor. These cars are also very dusty, and have a most fatiguing, vibrating motion, and are most objectionable in every way.

The Canadian Pacific Company issue second-class tickets from Boston, New York, Philadelphia, and Chicago, at 53 dols. from the former, and 37 dols. from Chicago, *via* St. Paul, to all points on the Pacific Coast, available on any train but a limited. The distance from Chicago to St. Paul is 410 miles, from thence to Vancouver, B.C., 1,939 miles. From St. Paul to Portland, Oregon, is 2,272 miles, and to San Francisco 3,044 miles. The distance from New York to San Francisco, *via* Montreal, is about 4,108 miles. From New York to Portland (*via* Chicago and Council Bluffs, Union Pacific),

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is 3,125 miles. New York to San Francisco, *via* Kansas City, Union Pacific, is 3,279 miles, and *via* Council Bluffs, 3,224 miles. Chicago to Kansas City, 455, and Chicago to Council Bluffs, 500 miles. From New York to San Francisco, *via* Kansas City and Albuquerque, New Mexico, the distance is (*via* Atchison, Topeka & Santa Fé line), 3,007 miles. The intermediate distances, including points in Southern California, are as follows:—Chicago to Albuquerque, N.M., 918 miles; Albuquerque to Barstow Junction, 744 miles; Barstow Junction to San Bernadino, 81 miles; San Bernadino to Los Angelos, 605 miles; San Bernadino to San Diego, 124 miles. During the winter months the Union Pacific Railway is liable to obstructions by immense falls of snow in its passage through the Sierra Nevada mountains, notwithstanding the construction of forty miles of snow-sheds, which seriously impair the views of the mountains. Some of the cañons are this year filled to a depth of a hundred feet. Immense rotary snow ploughs, to which five or six heavy locomotives are attached, are driven into the snow-drift and force a way through, leaving two huge walls of snow on either side of the tract. This year it is reported that there is as much as 100 feet of snow on the snow-sheds, and unusual difficulty is experienced in keeping the line open. The California and Oregon, short line of the Union Pacific to Portland, and the Northern Pacific Railways are also subject to blockade by snow, but the Canadian Pacific seems, fortunately, exempt from theseinterruptions; although an immense amount of snow falls in the Selkirk Range. The blockades are caused by drifting, and avalanches, of which the Canadian Pacific has had one experience only.

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The transcontinental trains in the States are occasionally stopped and robbed by outlaws called "road agents," and these affairs have been rather frequent of late years, and have occurred principally on the Southern Pacific, Missouri, Kansas, and Texas, and once on the Northern Pacific Railway. In a few cases the male passengers were robbed, but generally the "Express Car" is the object aimed at. The robbery is effected in the following way:—At some small station on the great plains, or in the forests of the Indian Territory, at night, three or four armed men get on the engine as it is about to start, and persuade the engineer to run the train a short distance off, when it is stopped. If it is desired to rob the passengers, two men, seemingly, can do it, going through the cars and taking up contributions from their terror-stricken inmates. If the express car only is wanted, that and the engine is uncoupled and taken away from the train, when it is robbed, and left. While this is going on the employees on the train are pacified by the muzzle of a revolver or Winchester rifle, and in few cases has any effort at defence been made.

The robbers are polite to women, and do not disturb them, and male passengers do not often carry much cash with them, and, therefore, much less is gained than by getting the contents of the safe in the express car, which is now the most fashionable way of conducting the business. The men who robbed the Northern Pacific train in Montana a few years ago have not been captured, and two or more cases have occurred in the past year, on Southern lines. It may seem strange that Americans, who generally carry revolvers, and are usually very free in their use, should permit themselves to be robbed in this

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way; but, as regards the employees, their attention being entirely taken up with their duties, they are easily taken at disadvantage and disarmed.

American hotels throughout the continent are, as a rule, well appointed and supplied with many contrivances to contribute to the comfort of their guests. Some Americans, after a short visit, have made many complaints about English hotels, but, excepting perhaps a few of the leading hotels in large cities, there is not in the United States an hotel in which one can get as good a dinner as can be obtained at almost any small provincial hotel in England. In the American hotel of the first class, there is a great variety of food, vegetables, and pastry, but the entrées savour, often, of a common origin, and the meats lack flavour, are generally tough, or their juices dissipated in cooking, and the cooking generally is bad. As regards American meats, they are not yet, even the best of them equal in quality or flavour to English. The best of the American beef goes to England, and to the large cities, and the choicest stall-fed meat falls to the share of the clubs and the plutocrats.

The methods of cooking and serving meats are bad. Meat is cooked, usually, a day or two only after being butchered. There is no such thing as *roast* beef in America, unless in the family of some epicure, or special restaurant. The use of the oven is universal, which will deteriorate the flavour of the best meat. (The invention of a wire gauze door to stove ovens, effects a great improvement in the baking process, but it is not generally used.) When served, beef is cut in slices half an inch thick, and is usually very tough; and mutton chops are not very much thicker, and consist, principally, of carti-

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lage and bone. There are restaurants which make a speciality of serving steaks and chops, *à l'Anglaise*, for an extra consideration. Ham and bacon of the quality of that in England is not to be obtained; not because it cannot be produced, but owing to the method of feeding, and the food employed. Swine fed entirely on maize can never be of fine flavour, irrespective of the breed, and when the common hog of the country is in question it is still worse. The object has been to produce quantity at the least cost, and until there is an increased demand for meat of the best quality, no improvement is likely to be made in feeding. Swine flesh produced on the North Pacific Coast, fed on grass and wheat, is much superior in flavour to that fed on maize.

The charges at American hotels range from 2 dols. 50 c. to 5 dols. per day. On the Pacific Coast the charges are lower, being about 3 dols. per day for a first-class hotel. Hotels throughout the South are to be noted for the inferiority of the *cuisine*, with a few exceptions.

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BRITISH COLUMBIA.

CONTENTS.

AREA, 40—Mountains and Rivers, 40—Valley of the Frazer, 41—New Westminster, 41—Navigation of the Frazer, 42—"Climate on the Frazer" (Lower), 42—Delta, 42—Langley Settlement, 43—Surrey Settlement, 43—Mud Bay, Elgin and North Bluff, 43—Hall's Prairie, 43—Route of Stages, 44—Floods in the Frazer, 44—Maple Ridge, 44—Port Haney, 44—Port Hammond, 44—Valley of the Chilliwack, 45—Kooteney District, 46—Mining Resources, 46—Cariboo Road, 46—Exhibitions of Fruit and Vegetables, 46—Peace River, 47—Proposed Route of a Transcontinental Line, 47—Nicola Valley, 47—Upper Valley of the Frazer and Thompson Rivers, 47—Kamloops, 47—Shuswap Lake, 47—Stage Routes, 48—Similkameen Valley, 48—Minerals, 48—Climate, 48—Barkerville, 49—Vancouver, 49—Scenery, 50—Timber, 50—Agricultural Products, 50—Fertility of the Soil, 51—Imports of Stock, 51—Prices of Provisions, 51—Products of Delta Lands, 51—Burrard Inlet, 52—Victoria, 52—Scenery, 52—Expenses of Living, 53—Rates of Interest, 53—Labourers' Wages, 54—Boat Building, 54—Value of Farms, 54—Hay Lands, 54—Farmers with Small Capital, 54—Waiting for Something to "Turn up," 55—Meteorological Record, 55—Climate, 56—Interior of Vancouver Island, 57—Land in Victoria District, 57—Saanich Peninsula, 57—Cowichan Valley, 57—Chemanius, 57—Nanaimo, 58—Qualicum, 58—Baynes Sound, 58—Comox, 58—Comox Valley, 59—Scenery, 59—Crown Mountains, 59—Salmon River, 60—Government Land, 60—Fort Rupert, 60—Stations for Fishermen, 60—Resources of the Interior of Vancouver Island, 60—Comox Lake to Albert Canal, 60—The Island Railroad, 60—Area of Agricultural Lands, 61—The West Coast, 61—Barclay Sound, 61—Indians, 62—Cape Mudge Indians, 62—Miscegenation, 62—Habits of the Indians, 62—Indian Canoes, 62—Hornby and Denman Islands, 63—Mildness of their Climates, 63—Fine Scenery, 64—

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Shooting on the Islands, 65—Islands in Johnstone Strait, 65—Life on the Islands, 65—Valdez Island, 66—Game, 66—Seymour Narrows, 66—Dangers of its Navigation, 66—Crossing of the Proposed Transcontinental Line, 66—Texada Island, 66—Admiral's Island, 67—Large Grape Vine, 67—Pleasures of Cruising, 68—Navigation and Tides, 68—Law and Order in the Province, 68—The Chain Gang at Victoria, 69—Esquimalt, 69—Sook Harbour, 69—Shooting and Fishing, 69—"Salmon Sickness" and its Treatment, 70—The Salmon Fisheries, 70—The Candle Fish, 71—Bear Shooting on the Skeena River, 71—The Timber of the Province, 72—Method of Sawing Large Trees, 72—The Queen Charlotte Islands and their Resources, 73—Prices of Crown Lands, 74—Mining Regulations, 75—The Exemption Act, 76—Schools, 76.

THE Province of British Columbia extends north from the international boundary line about 700 miles, having a breadth of 500 miles, and comprising an estimated area of 250,000 square miles, or 160,000,000 acres. Extending through the Province, in a direction little west of north, are several nearly parallel ranges of mountains. The Cascades extend along the coast from Washington State, and ranging east the Gold, Selkirk and Rocky Mountains are successively crossed.

The general surface of the country is exceeding rough, broken and mountainous. The Columbia River rises in the south-eastern corner, runs northerly around the upper end of the Selkirk Range, and then south between that and the Gold Mountains into the United States. The Kooteney has its source in the same region, makes a long reach to the south, crosses the international boundary-line, crosses again and runs into the Columbia a little north of the 49th parallel. The Frazer River rises at about the 54th parallel, runs south to near the boundary-line, and then makes an abrupt turn to the west and

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discharges into the Straits of Georgia near the 49th parallel. The Okanagan River flows out of the Okanagan Lake, about the 50th parallel, and flows south into the United States. The Thompson River rises between the 52nd and 53° of latitude and flows south into the Frazer River. Beyond the 55° of north latitude the interior mountains decrease in height and the surface slopes gradually towards the Arctic Ocean, and in this region are the head waters of the Peace and Skeena Rivers, the latter flowing south-west into Barclay Straits, and the former, ranging generally north-east, discharges into Athabasca Lake. Comparatively little is known of the agricultural possibilities of the northern portion of the Province, but the seasons are short and winters severe. In the valley of the Frazer River there is a rich, deep alluvium, very productive; but this river, in its lower portion, is subject to overflow, and the use of dykes is required. Many fine farms are formed, and the production of hay and dairy products are the usual crops. All choice Government land has been long secured on the Frazer, and in the valleys of its tributaries.

The city of New Westminster, situated on the right bank of the Frazer River, 16 miles from its mouth, commanding a fine view of the river and mountains, has increased in population from 2000 in 1880, to 6000 in 1889. It is surrounded by the finest and most flourishing agricultural district in the Province, and choice farms, not easy to purchase, will be valued at 100 dollars per acre and more, according to its situation. The city is attractive in appearance, but the water is not very good; this, however, can be remedied

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in the future. It is reported that the Northern Pacific Railway Company, having obtained a controlling interest in the New Westminster, Bellingham Bay and Seattle Railway, will make this the terminus of that road. Several other railroads are projected, and efforts are being made to keep well in the wake of Vancouver. Frazer River is navigable for sea-going vessels up to the city, and light-draught steamers run from New Westminster to Yale, 100 miles up the river. Steamers run regularly between New Westminster and Victoria five days a week; to points up the river, six days a week; to Nanaimo (Vancouver Island) twice a week; to Lulu Island and Sea Island, agricultural settlements, almost daily. In the city are situated the Dominion Land Office, the residences of the Anglican and Roman Catholic Bishops, and the Judge and Registrar of the Supreme Court. The climate is very temperate, the coldest weather last winter being only 24° Fahr. The municipality of Delta fronts on the Frazer River and Gulf of Georgia. It has a population of 3,000; Ladner's Landing is the chief place, and the chief salmon packing point on the Frazer. There is an area of 50,000 acres of very rich soil (alluvium). Improved or unimproved land ranges from 30 dollars to 100 dollars per acre. The land is free from timber, but requires dyking. Large crops are grown in the Frazer Valley, *viz.*: Hay averages 3 tons; oats, often 90 bushels; wheat (reported), 75 bushels, and roots from 400 to 800 bushels per acre. Oats weighing 55 lbs. to the bushel have been exhibited. This class of land, although requiring much expenditure in the way of dyking, etc., is a good investment, as it is practically inexhaustible and crops have never failed.

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Wheat in the lower Frazer Valley is, however, rather soft, and does not make a good flour; it is not a wheat country. Langley, population 2,500, is situated on the south side of Frazer River, and contains a considerable quantity of excellent land. Fort Langley, the steamboat landing, is an old Hudson's Bay post.

Dairy farming and stock raising is principally carried on. Farms partially improved can be purchased at 25 to 50 dollars per acre. There are two churches, three schools, five stores, three post-offices, three hotels, one saw and a grist mill. The municipality of Surrey—population, 2,000—extends from the Frazer River on the north to the forty-ninth parallel on the south, and from the coast on Semiahmoo and Mud Bays on the west to the Corporation of Langley on the east, and contains one hundred and twenty-seven square miles of territory. There are also the Settlements of Brownsville and North Surrey, on the Frazer, in this district. In the Serpentine, Clover Valley, Surrey Centre, Alder Bottom, and Kensington Prairie Settlements, the soil is of good quality, and well adapted for growing cereals, peas, roots, vegetables, grass, and small fruits. The Settlements of Mud Bay, Elgin, and North Bluff, on the west, have a rich alluvial soil, producing enormous crops, 100 bushels of oats to the acre being often produced. A Company is formed to reclaim 10,000 acres of tide-flat land in this district, which will be sold at a high price. Most of the land was subject to overflow by high tides, but is nearly all dyked now. On the south side are situated St. Leonards and Hall's Prairie Settlements—the former being on the coast of Semiahmoo Bay, and adjoining the city of Blain, in Washington State. Hall's

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Prairie is a fine section of the district, good crops being raised, and dairying being carried on extensively. Land or farms can be purchased.

Stages run regularly, twice each week, between New Westminster and What Cove, *via* Brownsville, Elgin, St. Leonards, and Blain. Owing to heavy freshets, the Frazer River has been making violent efforts to force its way into the Sumas Lake, from whence it would find its way into Washington State, to the great injury of the Province.

One might suppose that Mr. Goldwin Smith had been using his influence in this quarter of the Dominion. Strenuous efforts will be made to prevent this form of annexation.

Maple Ridge—population, 2,000—contains an area of 51,200 acres, and extends along the north bank of the Frazer, a distance of about 18 miles. The Canadian Pacific passes along its entire front, and it has a navigable water front of 15 miles, and the distances to Vancouver and New Westminster are short. This district is entered by the C.P.R. at Stave River, and in a few minutes Whonnock station is reached. There is some good agricultural land here.

Port Haney, six miles beyond, has a heavy clay soil, suitable for brick-making, and there are three yards established. This is the headquarters of the Frazer River Freezing Company, for the shipment of fresh salmon. There is considerable land in the district suitable for agricultural purposes to be purchased at lower prices.

Four miles from this is Port Hammond. There is rich loam soil here, adapted for market gardening, and 600 bushels of potatoes to the acre are recorded. Hammond is

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a point of call for river steamers, and a station on the C.P.R. At this end of the Maple Ridge district are the Pitt Meadows, one of the largest prairies in the Province, at present subject to overflow of the Frazer. A joint-stock company have undertaken to reclaim this extensive tract, and have agreed with the Dominion Government to complete the reclamation in 1893. The soil is of surpassing fertility, being deep alluvium, and will be very valuable. There is an abundant supply of good water, and fever and ague are unknown.

On the south bank of the Frazer River, fifty miles above New Westminster, is the valley of Chilliwack, twelve or fifteen miles wide, surrounded by mountains. The Chilliwack River flows out of the lake of that name, and runs west, and south into the Frazer. Cereals grow well, vegetables, melons, tomatoes, and a variety of fruits, the climate being warmer in summer. Coal of a superior quality has been found. Limestone is plentiful, and clay suitable for brick-making. Centreville is pleasantly situated in the centre of the valley, and there are some fine farms in this district, and there is much rich soil. This is an old settlement, and land must be bought of private owners. A charter has been granted for a railway, which will run down the centre of the valley from Popcum to New Westminster. At Centreville are three churches—English, Methodist, and Presbyterian. Mail and steamboat communication, daily, with Westminster, Vancouver, and Victoria. Seven miles from Centreville, at Sumas, the farms are larger, and more suited for dairy purposes and stock raising. The climate is healthy and bracing. There is fine scenery, trout fishing and shooting, and many other attractions. In

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the Spallumcheon, Salmon, Okanagan, Kooteney, and Columbia regions, there are thousands of acres of land which can be cultivated, although the choicest and easiest to be brought under cultivation have already been taken up. The Kooteney region has been untenable owing to the immense annual inundations caused by the overflowing of the Kooteney Lake. The "Reclamation Company" is making some progress in the work, a canal having been constructed, and preparations made to lower the level of the lake by clearing away obstructions at its outlet. When this work is successfully completed, the land will be sold, and it will be of great fertility. The surrounding country is exceedingly rough, and heavy falls of snow occur in the winter. Marvellous mining devclopments are being made in this country, and numerous lines of railways projected. It may be said that the mineral resources of the Province are, in all probability, greater than has ever been estimated, and although the agricultural lands are very limited in comparison with its area, every acre available is likely to give a rich return for intelligent cultivation, as the demands for their products increase.

On the Cariboo Road there is a plain 150 miles long, and 60 or 80 wide, and between the Thompson and Frazer Rivers there is reported to be an immense tract of grazing and some arable land. The bunch grass of this region is excellent for cattle, and when the difficulty of providing feed for winter can be overcome, no doubt there is a fine stock region in the north.

At a fair at Chilliwack 75 varieties of fruit were exhibited, and of vegetables a squash, weighing 100 lbs., and a pumpkin, weighing 157 lbs.

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Turning to the Peace River district, Dr Dawson, the geologist, estimates that there is there an area of 23,500 square miles of good arable land—of which 6,000 lie within the Province—at an average elevation of about 2,000 feet. The growing season is, however, short in this latitude; and beyond the experiments made with cereals at "Dunvargen," already noted, nothing positive can be stated. Another transcontinental line of railway, by the route of the "Yellow Head Pass" in the Rocky Mountains, having Port Simpson as its objective point, is projected; and, no doubt, the Peace River district will be traversed, or tapped, and in this way colonised. The Nicola River, flowing out of Nicola Lake, flows west and north into the Thompson River. The Nicola Valley is an old settlement in a bunch grass country, which is now well occupied with stock; and the whole valley is settled. The climate here is quite cold in the winter, the thermometer falling below zero; and it is much warmer in the summer, but dry and bracing at all times, and a very healthy climate. In the valleys of the Upper Frazer, and the Thompson Rivers, and the Shuswap River, and on the shores of the lake, all good places have long been secured by old miners. A good deal of drinking goes on, and it is a sad failing in most of the old settlements. At the Forks of Thompson River, on the Canadian Pacific Railway, 250 miles from the coast, the town of Kamloops is situated. It is one of the oldest towns in the Province; the old North West Company having established a post there, in 1815. The population is about 1000, with an Indian Reserve of 250, camped between the forks. The South Thompson River and the Shuswap Lake are navigable

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for steamers, one hundred and fifty miles above Kamloops, to Spalleoursheen. At Siccamoose, seventy-five miles above Kamloops, on Shuswap Lake, the railway diverges from the river and lakes, and traffic to the upper country depends on steamers. Steamers also run down the river below the town, through Kamloops Lake, which is an enlargement of the Thompson, twenty miles long. Stage lines lead to districts in the interior from this point. Nicola Valley is about thirty miles south-west, Grand Prairie thirty-three miles south-east; and Okanagan and Osoyoos districts, extending southward about two hundred miles to the international boundary. Similkameen Valley is attractive, having a good climate and some fertile soil all occupied. Grand Prairie is a bunch grass region, and with Similkameen and Nicola, constitutes an important stock region, from which numbers of cattle are shipped, and much money has been made by stockmen; but it is doubtful if there is sufficient range for more stock than is already there. In the neighbourhood of Kamloops are mineral bodies of iron, mica, copper, and silver. A good quantity of red granite and marble, and considerable veins of coal exist. The climate is dry, and not severe in winter; sleighing only lasting about ten days usually, and the mercury occasionally falling below zero. The most direct route to the Cariboo mining district is up the North Fork of the Thompson River, and there is some talk of a railway branch to the mines. Ashcroft, on the south bank of the Thompson River, near its junction with the Bonaparte, is a station on the Pacific division of the Canadian P.R., and the shipping point for the Cariboo, Clinton, and Lilloet districts in the north. Clinton is 32 miles,

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Lilloet 52 miles, and Barkerville, the chief town in the Cariboo district, 285 miles from Ashcroft. Stages leave once a week for Barkerville, and three times for Clinton, with connections for Lilloet. There are some tracks of grazing and agricultural lands in the neighbourhood of Ashcroft, all of any value secured. It is a great trading point, for the mines and materials and supplies are taken from here. Vancouver, the terminus of the C.P.R., a little north of the mouth of the Frazer River, is bounded on the north by the waters of Burrard Inlet, and west by English Bay. In April, 1886, the population was only about six hundred, and now there are seven thousand. The site of the present city was, at the former time, covered with forest and stumps of trees, which have been removed at the cost of 300 dols. per acre, and now there are twenty miles of graded streets, and nineteen miles of sidewalks. In June, 1886, the young city was destroyed by a fire, but was rapidly rebuilt; and now it is a thriving, well-built city, with electric and gas light, and substantial business houses, and a public park. Its development has been wonderful. There are manufactories of furniture, carriage, and building materials, six breweries, and saw and planing mills, with an annual product of a value of over 2,000,000 dols. The Vancouver Water Works Co., with a capital of 250,000 dols., supplies the city with water, conveyed in pipes under the inlet from a point six miles from the city; the system including thirty miles of iron main pipes. The city slopes back gradually from Burrard Inlet and English Bay, the highest elevation being 200 feet, affording sufficient grade for good drainage. There are some good hotels, and tastefully

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arranged private residences, and from the most elevated portion of the park, consisting of some good acres, a grand view of the mountains of the coast is obtained, on the north side of the inlet, their crests having an altitude of over 6000 feet, and being covered with snow most of the year. The spurs of the Cascades approach very close to the sea, and many of the numerous islands in the gulf are in view, and the scenery all along the shore is grand.

The timber, consisting principally of the Douglas fir, and cedar, is, in many places, of vast size and of fine quality. Trees of 20 feet in circumference, and running up straight as an arrow for hundreds of feet are common. Lumbering is of immense importance and value to the Province; the total number of saw-mills being 26, and producing from 3000 to 110,000 feet per mill, daily. Smelting works are to be established at Vancouver, and there is every prospect of its becoming a large and rich city; and favoured as it is by climate, with adequate sanitary precautions, it must be a healthy and pleasant place of residence.

The agricultural products of the Province are not nearly sufficient for the population, and quantities of provisions of this kind are brought from San Francisco and Portland, and, notwithstanding the import duties levied on these supplies, so abundant and cheap are these products in the States, that they have been sold at a price which has prevented the agriculturists of the Province from successfully competing with them, chiefly owing to the greater expense attending their cultivation and lack of energy on the part of the farmers. As the population is rapidly increasing, and manufacturing, mining, and

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lumbering will be the chief employments of the majority of the consumers, it seems reasonable to believe that, with much cheaper farming implements, and the advantages of good markets, intelligent agriculturists will succeed in obtaining a good return for their capital and labour on the rich soil in the places enumerated. A very small area of this rich soil can be made to afford a comfortable living, at least, and notwithstanding the considerable expenditure required to secure it in favourable places, it will pay much better to farm a small area of it than to invest in a much larger one of inferior quality in places remote from the great markets. Much of the beef and mutton consumed in the Province is brought in from the States, subject to an import duty; and cured meats, such as ham and bacon, also lard, are extensively imported, and all these are retailed at a much higher price than they are sold for in the States. The differences of prices between the best beef in the Province and at Portland, Oregon, is about 8 cents per lb. (retail.) The prices of nearly all provisions, machinery, and the necessaries of life generally are considerably more than in the States, and so far the protective tariff duties levied on all necessaries imported from the States have not by any means benefited producers, and have been hard on the consumer.

The rich valley, delta, and tide-flat lands will produce an enormous amount of grass, roots, and other feed, and the breeding and feeding of swine should be very profitable, and, according to the retail prices of beef, 18 to 20 cents per lb.—that also should be profitable, and will be when the "combinations of butchers" can be counteracted. There is probably no part of the Continent in which the

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united action of the producers for self-protection is more necessary than in this Province. It is a land of syndicates and monopolies of one kind and another. The harbour of Burrard Inlet is one of the finest in the world. Opposite the front of Vancouver the inlet is over two miles wide, with a depth of six to twenty fathoms. An arm of salt water extends inland for twenty miles from Vancouver, and affords access to a considerable area of rich country.

Leaving Vancouver by steamer in a voyage of about five hours, Victoria, the capital of the Province, on Vancouver Island, is reached. The population is about 15,000, and it has the largest ironworks on the Pacific Coast (except San Francisco) and several smaller iron foundaries and machine shops. It is the oldest city in the Province, and is charmingly situated on the south-eastern part of the island, facing the Olympian range of mountains, across the Straits in the State of Washington.

Nothing can exceed the beauty of the surrounding scenery and all along the coast, and the excellence of the roads (in Government control) renders driving and riding particularly pleasant. On the eastern side of the city the park extends to the sea-side, affording an extensive view of the Straits and Sound. There are a number of pretty private residences and some fine public buildings, and improvements are being made in all directions. There are a number of hotels, none of them of an imposing appearance, however; but the Driad Hotel is noted as having the best *cuisine* on the Pacific Coast.

The markets are supplied with the best of provisions. The butchers' shops—decorated, as in England, at Christmas time—at all times exhibit meat of superior quality;

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and the quality and flavour of the beef and mutton surpasses anything found in the States. Boating and yachting along the coast and waters of the harbour is attended with great pleasure, and within comparatively short distances shooting and fishing can be enjoyed, and there are many charming places for pic-nics. Admirable order is maintained in the city. There is an absence of the rushing, jostling life of an American city. It is to be noticed in the way business men take their food. They deliberately masticate, and do not bolt it as if they were only allowed ten minutes for refreshments. Taking everything into consideration, including the magnificent climate, it will be difficult to find in the world a more delightful place as a permanent residence. It is, however, rather an expensive place to live in, although the prices of the necessaries of life have been somewhat reduced. Small families may live in a quiet way on from £300 to £400 (sterling) per annum. That is in the city suburbs. To enter into any kind of respectable business, a capital of from 10,000 to 20,000 dollars would be required.

The rent of houses ranges from 25 dollars per month for a cottage to 50 and 60 dollars for a moderate-sized house, generally built of lumber. The cost of building a cottage will be about 1500 dollars, and from 2 to 5000 dollars for a comfortable house. Domestic servants (for which the demand is always in excess of the supply) get from 15 to 25 dollars per month. One bank allows a rate of four per cent. on deposits for six months and over, and the usual rates of interest on mortgages are from six to eight per cent.

The wages mechanics receive are as follows, but the

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supply usually exceeds the demand, and the employment is not constant:

	PER DAY.
Stonecutters, stonemasons and bricklayers, ...	4 dols. to 5 dols.
Labourers, ...	1 dol. 75 c. to 2 dols.
Plasterers, ...	4 dols. to 4 dols. 50 c.
Carpenters and joiners, ...	2 dols. 50 c. to 3 dols. 50 c.
Cabinetmakers, ...	3 dols.
Machinists, moulders, blacksmiths, ...	4 dols. to 4 dols. 50 c.
Indian farm labour, ...	1 dol.

These are the nominal rates which, however, are often cut down by contractors, according to the supply and competition.

Rowing boats cost from 60 to 80 dols., when built to order, and sloops from 200 to 500 dols. There is a Cornish ship-carpenter from a Falmouth yard at Victoria. Good agricultural holdings have changed hands at high figures of late years. Everyone desires a position near the sea-side, and affording good views, and an easy outlet by water. There has, therefore, been a great demand for these choice positions, for which many Englishmen have paid fancy prices. Good hay land is very valuable, the price for hay being from 16 to 20 dols. per ton, baled, which will give a net profit of 7 dols. to 11 dols. per ton. This is the most profitable crop for the farmer who owns tide-flat or delta land, which will yield crops of hay without exhaustion of the soil. The area of such land is, however, very limited and difficult to obtain. It is not an agricultural country, and it is a difficult thing for a man with little capital to establish a farm that will support him by its products. It is possible, by going into the interior of the island, to find desirable places in the valleys, and on the margins of

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some of the lakes, where by leading a secluded and rough life for a few years his labour may be rewarded as the country becomes more settled. Many of the old pioneers have gone through all this, under much more unfavourable circumstances than the settler now will encounter. It will be a hard, rough life for the man of small capital, but there are compensations, especially in regard to the climate. No miasmatic fevers to encounter, and the hope of something turning up to his advantage. It is not, however, advisable for one to depend too much on something "turning up." Some young men who have tried it, at Victoria, have come out with empty pockets. It is no place for an idler, without plenty of cash, and the immigrant must have a settled purpose, and "turn something up" for himself.

The following temperature and rainfall for 1889, at Victoria, B.C. lat., 48° 45′ 20″ N.; long., 123° 22′ 24″, is reliable—

	Temperature.			Rain.	No of Days	Snowfall each Month.	No. of Days Snow fell.
	Mean.	Max.	Min.	Inches.	Rain.		
Jan.....	38·84	52	24	2·84	14	...	...
Feb.....	41·00	57	25	1·12	7	...	...
March...	48·20	64	30	1·50	14	...	...
April.....	50·52	66	32	1·83	8	...	...
May.....	55·90	79	37	1·01	6	...	...
June.....	58·67	80	37	·77	5	...	...
July.....	60·70	85	40	...	...	...	...
August..	58·67	77	41	1·04	6	...	...
Sept.....	54·00	73	34	2·33	8	...	...
Oct.	51·82	67	36	2·08	16	...	...
Nov.....	45·02	58	30	1·76	7	...	...
Dec.....	37·34	51	27	2·28	13	Sleet melted as fast as it fell.	3

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Rainfall,	1882	.....	27·85
„	1883	.....	27·65
„	1884	.....	23·49
„	1885	.....	28·14
„	1886	.....	27·59
„	1887	.....	38·05
„	1888	.....	25·77

There is not a day in July or August uncomfortably warm, and the influence of the climate is just sufficiently bracing to prevent any sense of relaxation, without being over-stimulating. During winter the wind on the coast is a little sharp at times, requiring an overcoat. The rain falls principally at night, although there are many days on which, with slight intermissions, it rains all day and night too, but a steady, soft rain without wind. The woods are damp all the winter, and there is much humidity, causing mould to form and moss to grow on the roofs of old buildings; yet catarrhal affections are not common, as might be expected, and children are wonderfully healthy in the winter. Such diseases as occur are to be attributed, either to reckless exposure, the neglect of hygienic rules, and sanitary precautions in respect to drainage. Amongst the poorer class of settlers in rural districts, whose children and other members of families are constantly out in the rain and the wet woods, the immunity from evil effects enjoyed is remarkable. There are some remarkable variations in the amount of rainfall on this coast. It is shown to be very small, comparatively, at Victoria. At Cape Flattery, on the American side of the Strait, it is excessive, being 100 inches or more, while at Port Townsend, opposite Victoria, it is only about 20 inches. Vancouver

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Island is about 300 miles in length north-west and south-east, and has an area of about 12,000 square miles. The interior of the island is very mountainous, some of the peaks reaching an elevation of 9,000 to 10,000 feet. In the Victoria district (including the city, Cadboro Bay, Gordon Head, Mount Tolmie and Cedar Hill) there is an area of twenty-seven square miles. Many nicely situated farms are in this district, but the soil is, as a rule, of no depth. North of Cadboro Bay, to the end of the Saanich Peninsula, the country is gently undulating table-land, sloping on the west to the Saanich arm of the sea which extends southerly to near Esquimalt Harbour. This portion of the peninsula is rough and heavily timbered. North of Saanich, and passing a narrow passage between that and Salt Spring, or Admiral's Island, Cowichan Bay is reached. The valley of the Cowichan River, which has its source in Cowichan Lake, about 26 miles from its mouth, is, as regards its lower portion, the finest agricultural region, and one of the oldest settlements on the island. In this district, and including that of Maple Bay, will be found the best society out of Victoria, and land is valuable. Much of the best land is in possession of the Indians. The bench land out of the valley is heavily timbered, gravelly and thin. There are, here and there, small acres of alder-bottom land easily cleared and fertile, all of which have long been in possession of settlers. The island railway passes through this district. Farther north, the Chemanius River Valley has some rich alluvial soil, and valuable farms. The climate in both these settlements is warmer and more favourable for agricultural products and fruit, than in the Victoria or Saanich districts, and choice situations command a

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high price. At Chemanius there is some delta, and tide-flat land of great fertility. Along Chemanius Bay there is some fertile land in places, but the whole country is heavily timbered and very rough, back from the sea-coast. All the best land for cultivation has long been secured, and much clearing and other improvements have been made since the construction of the railway to Nanaimo.

Nanaimo—the second largest city on the island, 70 miles from Victoria—has a population of 4,000, and about 8,000 in the district. It has valuable coal mines of the best quality on the whole Pacific Coast. The mountains on the island approach very close to the sea-board here, and there is much more rain, and late frosts occur. Agricultural land is very limited, and of poor quality in this district. North of Nanaimo the mountains recede from the shore, and south of Qualicum, and extending north along Baynes Sound to Comox, is a strip of country containing some good soil, and much of it level, but covered with timber. All the best of this land, commanding the sea-front, has been owned for years by speculators. At Comox, some 60 miles north of Nanaimo, there are valuable and extensive coal deposits. It is a heavily-timbered country, with some magnificent and immense trees of the Douglas fir and cedar. There are some good farms in the district, which are held at a high price. The cost of clearing land, covered with the heavy timber, may vary from 100 to 300 dollars per acre, according to the time employed. The land selected for cultivation has been the alder-bottom and vine-maple lands, on which the removal of the small trees and brush is comparatively inexpensive. In the Comox

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Valley there is some rich land, and also much other land which can be utilised when it will pay to clear it by the sale of the timber. All the best timber along the coast, and on rivers suitable for a fling, has long been secured by speculators and saw-mill companies. For years property holders at Comox have been in a state of excitement as to the value of their land, and have not known what to ask, sometimes raising the price from 500 to 2,000 dollars in 24 hours, on a small farm. There is no Government land left in this district worth taking for any immediate utility. The proximity of some high mountains causes late frosts at times, liable to damage fruit and tender vegetables, but the fog which arises in the early morning usually dissolves the frost before the sun comes to cause damage.

The scenery here is very beautiful, and fronting on Comox harbour are some splendid sites for residences. There is more rain here than at Victoria, the rainfall increasing with the latitude and proximity of the mountains. North of Comox, along the coast east of the Crown Mountains, many of which are over 6,000 feet in altitude, there are, in places, small areas of good land. Wherever alder-bottom or vine-maple, and swampy land, which can be drained, occurs in sufficient quantity, a small farm may be established successfully, and there is considerable feed for cattle all through the island, consisting of vine-maple shoots, swamp, and other grasses and shrubs of various kinds; and with a little provision for winter, for a week or two of snow and sharp weather may be expected, they will do very well. At Duncan and Menzies Bays there are Government reservations for some purposes, and other lands are held by speculators.

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Continuing north, the Salmon River, which empties into Johnson's Straits, and Campbell River, flowing into the Seymour Narrows opposite Cape Mudge, have in their valleys a considerable quantity of fine land, some of which is open for entry under the homestead laws. North of this to Fort Rupert and Hudson's Bay trading post and Indian Reserve, the country is rough, the timber smaller, and the valleys too small for agricultural purposes, but there are many excellent situations for families of fishermen, who would only require small pieces of land for gardens. Until within the last few years, comparatively little was known of the interior of the island. It is not easily accessible, the passes in the mountains being blocked with snow till late in spring, and the forests so impenetrable that it is only on foot, and with Indians as bearers of provisions, etc., that an exploring expedition can be made. Lately, however, Government surveyors have discovered many valleys in the northern interior containing a considerable amount of good land more or less heavily timbered, and which, on the northern portion of the island, are much wider than those to the south. It is very probable that rich mineral deposits may be found in the interior, when carefully prospected. From the Comox Lake, which gives rise to the Comox River, and can be reached in about 10 miles from the settlement, there is a chain of lakes extending in a southwesterly direction across the island, and with a few portages a canoe voyage could be made into the Albert Canal, which communicates with Barclay Sound, on the west coast. The island railway will, eventually, be extended along the east coast from Nanaimo, through Comox, towards the north end of the

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island, and connection made with the new transcontinental line, which, passing the Rocky Mountains by the Yellowhead Pass, will reach Port Simpson, in the Straits of Georgia, by way of Bute Inlet. When this has been accomplished, ways of tapping the interior of the island will be found. Although the area of lands suitable for agricultural purposes, and which at present can be utilised, is very limited, the probability is that much more than is yet known of it may be shown when proper surveys of the interior are made. The fine climate and the immense resources of the fisheries and mineral deposits will no doubt support a considerable population in the future. The west coast of the island is very rough and rugged, but there are a number of small bays and inlets of the sea, and in places areas of good land. There is much more rain on this side, and a heavy surf lashes the coast, especially in winter, when the ocean is anything but "pacific."

The south-west gales are severe all along the Pacific Coast, and there is nearly always, summer and winter, a rough sea, comparatively. The country around Barclay Sound, which is a fine harbour with deep water, is very rough and densely and impenetrably timbered in many places. From the head of the Albert Canal, where there is an old settlement, and in which a new Colony has been lately established, it is only about sixty miles to Nanaimo, and at some time a railway may be constructed. During the winter all communication, overland, is cut off by deep snow on the mountain passes, but a steamer runs between the Sound and Victoria. North of the Sound is a group of islands, Vargas, Flores, and Meares, some of them owned and

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used as cattle ranges by stock men in Victoria. North of this the country is principally occupied by Indians, who in former days were noted for their outrages on shipwrecked mariners, and many an unfortunate crew perished, and everything cast ashore was taken by the Indians. They are now rewarded for any assistance they render to shipwrecked mariners, and their terror of the British gunboats keeps them in subjection. The Cape Mudge Indians on the east coast were at one time aggressive, and a dangerous set of wretches. At one time they even undertook a contest with a British gunboat sent to punish them, and entrenched themselves and opened fire, but a few shells sent amongst them acted as a wholesome aperient, and since then they have a great respect for blue jackets. They are impudent and inclined to be aggressive to isolated persons, but are not dangerous to settlements. Many of the old miners, years ago, settled on some of the islands in the Straits, and some parts of Vancouver Island, and took Indian squaws as wives. This sort of miscegenation has been indulged in extensively on the island by the old settlers. The Indians are, as a rule, a squalid, ugly set of people, the squaws particularly. They live principally on fish, especially salmon; which at times they will eat when in a condition indescribable. They are good workers, working often for the white settlers, and expert fishermen, and show wonderful dexterity in the management of their canoes. These canoes are made out of a solid huge cedar log, cut out and burnt out, and skilfully modelled. Forward they are fitted with a thwart, in which can be stepped a mast, carrying a large sail. The Indians squat on grass mats in the bottom of the canoe,

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and steer with a paddle, and go at a great rate when running free. It is astonishing the rough seas these canoes drive through in safety; and, in the larger canoes, whole families go great distances, carrying their provisions and cooking utensils, and camping on the beach at night, and conveying deer skins and fish to the markets. Occasionally a canoe has been split by a heavy sea and the crew lost, but they are sometimes strengthened by ribs. A canoe can be purchased for 25 to 30 dollars, but the very large ones are more expensive. They are very expert in the use of the paddle, driving their canoes up the rivers by the use of that and a long pole. The squaws are equally expert, and do much of the work of paddling. All these Indians speak a language known as Chinook, common to the tribes of the Pacific Coast, and which is not difficult to learn, and extremely simple when compared with the Welsh language. Vocabularies can be obtained at Victoria, which, in a short time, will enable one to converse with the Indians. An old settler stated that the best way to get on with an Indian, and to win his respect, is to be scrupulously exact in keeping your agreements, never pay more, or less than you promise, and if you promise him a thrashing, don't disappoint him. By reference to a map it will be seen that the Strait of Georgia is full of islands. Many of these are inhabited and very fertile, and enjoy peculiar climatic advantages; for instance, the islands of Hornby and Denman, which are only separated from Vancouver Island by a narrow channel, and lie south of Comox, about 14 miles, enjoy milder climates than that of Comox and the land to the south along the shore. Vegetation is nearly two weeks earlier in

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the spring, and frosts do not occur. There is some very rich soil on portions of these islands, which are, however, small, and have long been occupied. The view from Hornby Island is magnificent, taking in the rugged peaks of the Cascade or Coast Mountains to the east, on the main land; the mountains of Vancouver Island on the west, and south, numerous islands in the Strait, and, at a distance of 100 miles, the snowy peak of Mount Baker, altitude, 14,000 feet. On some days as many as fifteen or twenty whales have been seen blowing, off this island, and innumerable salmon can be seen playing in the tide-way. Cereals and vegetables of all kinds are productive, also small fruits. Sheep do well, and the settlers all have small sailing craft, which takes the place of the farm waggon, to convey their products to market. Deer frequent these small islands when not too far off the land, swimming across the channels, and feasting on the settlers' crops at night, no fence being high enough to exclude them. On one occasion the author landed from a canoe on Hornby Island, and complaints being made by a settler of the destruction of his potatoes by deer, he was determined to watch for them that night.

Judging from the tracts the best part of the field to take up a position in, at sundown I took a seat under the shelter of a large log. It was a beautifully calm moonlit night, and for upwards of an hour not a sound, save the splashing of the salmon along shore, broke the stillness of the night. Fatigued with a long canoe voyage, I had almost fallen asleep, when a rustling in the brush put me on the *qui-vive*. Presently a dark object bounded into the field, about sixty yards from my position, and in a few seconds another followed.

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The light of the moon, slightly occluded by a small cloud, now shone bright and clear, and revealed a fine buck, standing broadside towards me, and a doe in the rear. A better chance never was offered, and, aiming quickly for the point of the shoulder, I fired an S.S.G. cartridge from the right barrel. When the smoke cleared away I saw, dimly, a deer standing, apparently on the same spot; I then fired the left barrel. While hastily reloading I saw a deer bounding towards my position, and just as I had finished loading, it turned to the fence, evidently badly wounded, and in the act of leaping received another shot, and fell dead over the fence. This was a doe, and I at first thought I had missed the buck, but, on going to the spot on which they had stood, found him dead. There are very few dogs amongst the settlers, and deer not being hunted much with hounds are bold, and will even come into the gardens in front of the houses at night, secreting themselves in the thickets on the island during the day. In Johnstone Strait, north of the Seymour Narrows, are a number of islands unoccupied. Little is known of their soil, but it is probable that some of them would make desirable settlements for a few families. They are, however, at present beyond the pale of civilisation, and frequented by Indians, but it will not be long before white men will take up claims. Life on these islands is very pleasant for those who like salt-water, and with a little company and a good sailing craft to visit settlements and markets occasionally, the life is attractive for one fond of sport and satisfied with a rough, novel sort of life. To go 60 or 100 miles to a market is not thought much of by these islanders. There is seldom much rough water for most of the year, except

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in the tide-rips, and the journey is most enjoyable in fine weather. When the island railway is extended to the northern part of Vancouver Island, all of the islands in Johnstone Strait will be more or less valuable. Valdez Island, a little north-west of Cape Mudge, contains an area of five or six thousand acres. There is a good harbour and an admirable fishing station. There is some good land and, on the south end, some open table land. Claims have been taken on this island, but probably no settlement established yet. It is infested with wolves, and panthers are numerous on many of the islands: they get across from the main land by swimming the channels, following up the deer. The Seymour Narrows is a narrow passage between Vancouver Island and Cape Mudge, through which the waters of the Straits are forced with great violence during the flowing of the tide, causing a tide-rip with a velocity of nine miles an hour, and, especially when a strong wind prevails, is exceedingly dangerous for small craft, and even good-sized steamers are not safe at times. The slack of the tide is the time to attempt the navigation for small craft. It is rumoured that when the new transcontinental line is completed, connection will be made with Vancouver Island by bridging the Narrows. In all probability, however, the transfer will be made by ferry.

Texada Island, 20 miles from Comox, is a very rough, rocky island, with valuable mineral deposits, chiefly magnetic iron ore, assaying 68·4 of pure iron. Gold and silver bearing quartz lead have been discovered. Lasqueti Island, close to the former, was stocked with sheep some years ago by a retired naval officer. It is densely timbered, in places, rocky and rough. All the

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islands south of this have long been occupied by settlers, the largest being Admiral's Island, on the south-west end of which, many years ago, Mr. A. Pimbury—formerly of Gloucestershire, England—established a fine flock of sheep affording the best mutton on the Pacific Coast. Mr. Pimbury and his brothers built a substantial residence, with tastefully-arranged gardens, containing some English shrubs, on an elevated plateau or bench on the side of the mountain, affording a splendid view of the channel. Their gardens produced vegetables of the finest quality, and a splendid grape vine of the Concord variety is particularly worthy of notice as showing what can be accomplished in this latitude in the way of fruit. This vine, planted at the margin of a large, sloping rock, had spread all over it, and upwards of 500 lbs. of matured grapes have been picked from this one vine. The rock absorbing the heat of the sun during the day greatly assisted the maturing of the grapes, of which Mr. Pimbury made excellent wine. Besides the grapes, apples, pears, and a variety of small fruits were successfully grown; and wild strawberries of delicious flavour covered the plateau and orchard. Just below the house at the foot of the mountain, which at its greatest elevation reaches 2330 feet, is a beautiful, small harbour, affording secure anchorage for sailing craft. Before the construction of the island railway to Nanaimo steamers passed up the channel in front of the house daily. There are several other islands west of this used for sheep runs, but the pasturage has been eaten out and is scanty. They are admirable places for sheep, as there are no wolves or dogs to injure them, and the mutton is of excellent flavour, and commands a good price at Victoria.

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Some of the finest islands are in the American waters, all of them thickly settled. The best way to see the various islands and the coast generally, and to enjoy the scenery, climate, fishing, and shooting, is to victual a small sloop or a steam launch. There are lots of harbours for small craft along the coast, and nothing could be more delightful than a summer spent in this way, and trips can be made into the interior of the island from various points. The water is deep almost everywhere, and there is no danger if a knowledge of the tide-rips and reefs be obtained by the charts, and a look-out kept for squalls in the narrow channels amongst the islands. The water is very deep, in some places as much as 40 fathoms close to the rocky shores. The tides are peculiar and uncertain at times. When it is blowing strong up the Strait of Juan de Fuca, the ebb is sometimes very little, and *vice-versa*. The barometer will not give warning of such sudden squalls as occur in the spring. The sky may be perfectly clear, and a mere breath of air prevaling, when a sudden violent gust of wind will descend and catch the unwary mariner under full canvas. These sudden squalls are generally preceded by light puffs of air coming from every point of the compass. To cruise along the west coast of Vancouver, a large craft will be required; not less than ten tons would be the best. A sailing and rowing boat combined is also an excellent way of getting along the eastern coast. The people throughout the Province are law-abiding and orderly, and the law is well administered. In former years the Province was much indebted to the vigorous enforcement of the laws by Sir Matthew Begbie, who was a terror to evil-doers; and the establishment of the

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chain-gang of convicts at Victoria, made to work on the public roads, is an admirable institution, respectfully recommended to the notice of our American cousins. Occasionally an American rowdy has paid a visit to Victoria, for the purpose of "painting the town red," in western parlance, but a short experience in the chain-gang has decided them to avoid any repetition of the dose. They never get over the horror of having been made to work on the roads for those Britishers. The establishment of these chain-gangs, in sundry American cities, for the benefit of felonious public officials, would have a most salutary influence. The sight of a fat alderman working in chains in front of his own house (bought with public money) would be refreshing. Four miles west of Victoria is the splendid harbour of Esquimalt, the British Naval Station, which can be rendered absolutely impregnable, when fortified thoroughly. West of this is Sook harbour and inlet, and here, and along the coast for some distance, are some lovely sites for building. Back from the shore it is heavily timbered, and the soil is, as a rule, thin and of poor quality. San Juan harbour, only fit for small craft, is the only one along the coast till Barclay Sound is reached. There are many farms, and some stock ranches on a small scale in the Sook district, but wolves, bears, and panthers destroy sheep.

There is a great variety of sport to be had on the island, and around the coast, in the way of shooting and fishing. There are bears, panthers, and deer, and at the north end near Fort Rupert, the wapiti. Owing to the density of the timber and undergrowth, hunting is attended with much difficulty, and the assistance of

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well trained dogs is necessary. The life of a dog is very precarious on the Pacific Coast, for they are subject to a form of gastritis, called salmon sickness, produced by eating dead and decomposed salmon, which are found along streams during the running season. The most marked symptoms are vomiting and convulsions, and if prompt treatment is not given many of them die. Emetics, followed and preceded by mucilaginous drenches, and especially olive oil, or even liquid lard, will save many cases. The Indians do a great deal of hunting, and thousands of deer skins are brought into Victoria by them. The California crested quail is increasing rapidly around the Victoria and Sook districts, and roughed and willow grouse are numerous in the woods, around clearings, and in the alder bottoms and swamps. Wild fowl of many varieties frequent the inlets, lakes, and estuaries. The lakes are full of trout, and into those communicating with the sea, by rivers, sea trout run in the summer and autumn. In June, July, and August, the harbours are full of salmon and sea trout, and can be caught by trolling a spoon or bait. The Indians use a smelt for trolling, and sometimes a spoon, and 70 large salmon have been caught in one day in this way. Smelt, herrings, halibut, haddock, flounders and cod abound on the coast, and crabs of excellent quality, also cray-fish, are caught. In the Frazer River very large sturgeon are caught, and wild fowl are abundant there. North on the Skeena River is one of the great salmon fisheries of the Province. The take of salmon in the Frazer River alone is sometimes 8,000,000 lbs., exclusive of what the Indians procure. There are 21 factories for making canned salmon, 12 of them being

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on the Frazer, and the annual production is from 150,000 to 200,000 cases, each containing 48 lbs., in tins; and in addition to this about 5000 barrels of salt salmon are put up. The exports of fish from Victoria in 1888 amounted to 1,159,504 dols. The total value, including that consumed by Indians and the population, is estimated at 4,834,848 dols. The whale, seal, and sea-otter fisheries are also very valuable. A curious fish found on the coast is the oolachan or candle fish. It is smaller than a herring, and something like a smelt in shape. When dried it burns like a candle, so fat is it, and they are delicious eating. They enter the Frazer in May in millions; and in the Nass River about the end of March.

On the Skeena River Valley there is good shooting. Grizzly bears are numerous, and the ptarmigan is found along the valley. In the mountains are wild goats; there are also panthers, deer, and wolves. It is an exceedingly rough country, and almost impenetrable in in some places.

There are a number of Indians living in this region; they work for the salmon-packing companies at Port Essington. From the middle of August till nearly the end of October is the best time of year for sport, and canoes must be used up the river, camping out on the banks. Up the river, along the banks in many places, trails will be seen leading down to the edge of the river-bed, made by grizzly and other bears, which, when the salmon are running, come down at night to feast upon them.

By selecting a bright moonlit night, and taking a good position near a fresh trail, an interview may be enjoyed with Mr. Grizzly. This is much the easiest and

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best way of getting a shot. It is a little risky, however, as it is difficult to get a good sight with a rifle which should be an express; and the closer the hunter is to a bear before shooting, the safer. Buck-shot destroys the skin, so that the use of it is objectionable, but it would be well to have, in reserve, a shot gun loaded with buck-shot cartridges which at close range in a charge will, if the hunter is steady, settle the matter. Indian squaws are frequently killed by bears, whilst picking berries in the autumn, on which they feed, and they are always about the river and the berry patches, in the season.

The timber of the Province consists of Douglas fir, spruce, white pine, hemlock, maple, oak, cedar, tamarac, poplar, ash, cherry, yew, arbutus, and dogwood. The hard woods are, however, brittle when seasoned, and not much used for manufacturing purposes.

The chief exports are of Douglas fir, a splendid wood admirable for ship-building, being very tough and durable. The trees grow to the height of 300 feet, and are sometimes as long as 150 feet without knots, and eight to nine feet in diameter. Cedar attains a diameter of 17 feet. In 1888, 140,000,000 feet of lumber was exported to Asia, Australia, Africa, and South America.

It is most interesting to observe the ease with which these enormous logs are managed at the saw-mills. The very large ones are cut into rather short lengths usually. They are all dragged by oxen, over "ways," in the woods, and slid into the sea and towed in great rafts to the saw-mill booms. By means of a chain-cable the logs are dragged out of the water, up an inclined plane of staging attached to the mill, and placed on the saw-carriage. By means of two immense circular saws, one over the

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other, the slabs are then cut off, the log being easily turned from side to side by machinery. At Tacoma, in the State of Washington, 5000 feet of lumber was made from one tree (reported). The Queen Charlotte Islands, lying between latitudes 52° and 54° north, and longitudes 131° and 133° west, contain about 100,000 acres of land suitable for agricultural productions, but mostly covered with dense forest. On the east side there is some open grass land, and some cattle have been put there to graze. There are some interesting tribes of Indians on these islands, very skilful in wood carving. A silver spoon cast and moulded from silver dollars, perfectly made and wonderfully ornamented, is in the possession of Mr. Deems, formerly of the Hudson's Bay Company. The mould used was of some hard wood. The Indians are in subjection and peaceable, but the island is unsettled except by a few fishermen. The Hudson's Bay Company has a trading post at Masset, on the northern island.

The fisheries off these islands will be very valuable some day. Halibut are very numerous, and remarkably fine, and the skil, or black cod, found here, is pronounced superior in quality to other varieties, both as regards the oil and the flavour of the fish. Unfortunately, the depth of water in which they are caught is very great, from 150 to 300 fathoms, which, in former days, would be a great drawback, but no doubt in these days some way will be found of accelerating their journey from the bottom to the fishing-boats. Two schooner loads, brought to Victoria in 1888, have been so approved of that preparations are being made to establish a regular fishery. Dog-fish in immense numbers are caught on the coast, especially on Vancouver, and the product of oil in

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1887 was 67,000 gals. The residue of the fish is valuable for manure, and many fishermen make from two to three dollars a day at this business. The rainfall on the Queen Charlotte Islands is excessive, especially on the West Coast, in fact it is almost constantly raining during many months in the year. As it is not cold, however, and the soil is good, and capable of furnishing the necessaries of life to the cultivator, together with the fisheries, which include many other than the varieties mentioned, it is a much more desirable place for a Colony of fishermen than Newfoundland, where starvation is likely to ensue in a bad season. The Charlotte Islands are also capable of affording fine pasture land, grass growing abundantly. It is certain a prosperous Colony will, eventually, be established here, but at present the expense of the necessaries of life, and transportation—there being only one line of steamers visiting the islands periodically, and charging exorbitant rates—will keep people away. The price of Crown lands pre-emptied is 1 dol. per acre, and may be paid in four equal instalments. The Crown grant excludes gold and silver ore, and reserves to the Crown a royalty of five cents per ton, on every ton of merchantable coal raised or gotten from the land. It also reserves to the Crown, since the 7th of April, 1887, all timber on the land, except for domestic purposes. A pre-emptor, however, can obtain a license to cut the timber of his pre-emption on payment of dues at the rate of 25 cents per 1000 feet, board measurement. Vacant surveyed lands not the sites of towns or Government Reservations, may be purchased at the rate of 2 dol. 50 c. per acre, paid at the time of purchase, and the cost of surveying must be

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paid also. The quantity of land must be not less than 160 acres, or more than 640 acres in any one district.

The chief points in the mining regulations are: "Free miners" only can have right or interest in mining claims or ditches. A "free miner" must be over 16 years of age. His certificates may be for one year, 5 dols., or three years, 15 dols.; not transferable. He may enter and mine Crown lands, or, on making compensation, lands occupied for other than mining purposes. To recover wages he must have a miner's certificate. A free miner can only hold two claims by pre-emption, but may purchase any number. Claims must be, as far as possible, rectangular, and must be staked. The sizes are: "Bar Diggings," 100 feet wide at high water-mark; extending into the river to the lowest water level. "Dry Diggings," 100 feet square. "Creek Claims," 100 feet long in direction of the stream, and in width from base to base of the hill or bench each side. "Bench Claims," 100 feet square. Discoverers of new mines are allowed 300 feet long for each discovery. "Mineral Claims" containing, or supposed to contain, minerals (other than coal) in loads or veins, 1,500 feet long, by 600 feet wide. A twelvemonths' prospecting license for 480 acres of vacant coal land, in one block, may be granted by the Government on payment of 25 dols. If a licensee wishes to purchase the coal lands, he can do so at 2 dols. 50 c. per acre.

On the American border large quantities of haematite are found. Silver has been found near Hope, on the Frazer River. The specimens of ore assayed have given high yields of silver. It has also been found at Yale, on the Frazer, and a rich silver ore has been brought from

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Cherry Creek, a tributary of the Shuswap. Native silver has been found at Omenica, in the northern interior, and argentiferous galenas at Omenica and Kooteney. Professor Selwin states that there is every reason to believe that rich mines of silver will be opened in the Province. Specimens received by the Geological Survey from the Rocky Mountains, show a high percentage. Copper has been found in many places, that on Howe Sound being the most promising. Galena has been found in many parts of the Province in connection with gold, and cinnabar has been obtained in the gold washings on Frazer River and the Hope silver ores. Rich cinnabar ore was found on the Hornathco in small quantities. Mercury and platinum have been found in small quantities. Antimony and bismuth have been found at Shuswap Lake; molybdenum near Howe's Sound and on the Cowichan River.

The Exemption Act provides that homesteads, when registered, are exempt from seizure up to 2,500 dols., £500—and goods and chattels are also free to 500 dols., £100. Cattle farmed on shares are also protected from seizure. Public schools are non-sectarian and free to all. School districts may be formed where there are fifteen pupils, between five and fifteen years old.

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MANITOBA.

CONTENTS.

VALUE OF LAND IN MANITOBA, 78—Red River Valley, 78—Nature of soil on Red River, 78—The Souris District, 78—The Best Settlements, 79—The Saskatchewan District, 79—Riding Mountain, 79—Western Manitoba, 79—Life of a Settler, 79—Houses and Fuel, 80—Cellars, 80—Sheds for Stock, 80—Cost of Fuel, 80—Shortness of the Seasons, 80—Prices of Necessaries, 81—Machinery and Implements, 81—Advantages of Clear Land, 81—Cultivation of Flax, 82—Fire Guards, 83—Root Cellars, 83—Poultry Houses, 84—Wells, 84—Supplies for Winter, 84—Necessity of Warm Houses, 84—Ease of Building a Frame House, 84—Capital necessary for a Settler (Supplement), 84—Cost of Fencing in the United States, 85—Method of erecting Wire Fence, 86—Cost of Snake Fence, 87—Cost of Labour (Supplement), 87—Alberta as a Stock Range, 87—Supply of Hay, 88—Chinook Wind, 88—Summer Frosts, 88—Profits of Dairies, 88—Management, 88—Poultry, 89—Incubation, 89 - Government Lands in Alberta, 90—The Red-deer Settlement, 90—Edmonton District, 90—Supplies at Calgarry and Edmonton, 90—Mosquitos and Flies, 90—Climate, 91—Low Temperature, 91—Sufferings of Settlers in the States, 91—"Caught in a Blizzard during a Honeymoon," 92—Precautions against Freezing, 93—Treatment of Frostbite, 93—Terrible Experience of a Mail Carrier, 94—Infrequency of Blizzards in Manitoba, 95—Sufferings of Cattle on the Ranges, 95—Cattle Flies, 96—Winter Weather, 97—Summer Weather, 97—Remarkable Range of Temperature, 97—Salubrity of the Climate, 97—Flies in Manitoba, 98—Quality of Cereals and Vegetables, 98—Climate of Alberta, 98—Climate of Edmonton, 98—Temperatures at Cumberland House, 99—Phenomena of Seasons, 99—Similis of Cereal Productions, 101—Shooting and Game, 101—Fish, 102.

A GREAT deal of reliable information concerning Manitoba, the North-West Territory, and British Columbia,

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in pamphlets issued by the Canadian Pacific Railroad Company, can be obtained free, on application to Mr. Archer Baker, General European Agent of the Canadian Pacific Railway, 17 James Street, Liverpool.

In no part of North America can land of such fine quality be obtained at so reasonable a price. All choice Government land anywhere near settlements and railroads is taken up, and the best lands of the Railroad and North-west Land Companies are held at from 6 to 10 dols. per acre. The Red River district, comprising the valley of that river, and its contiguous prairies, is composed of soil of surpassing fertility, a deep, black loam, but inundations occur in the spring, when the ice breaks up.

The Red Fork of Red River, which gives it this name, flows out of Red Lake in Minnesota, the waters being of a reddish-brown cast in strong contrast with the whitish, milky appearance of the stream coming from Otter Tail Lake, which henceforth assumes a darker hue. Much of the soil on the banks of the Red River is of a stiff, argillaceous character, and in some places it cracks and bakes together in drying. The enormous quantity of water discharged through this river in the spring floods an immense tract of country at times. The Souris district, in Southern Manitoba, is principally undulating prairie, with a number of small lakes and ponds, and is swampy in many places in spring. There is abundance of fine grass for hay, and it is a good stock country in the summer. There is no timber in this district, except a little on the plateau called Pembina Mountain. Of the central prairie region, the districts of Brandon, Birtle, Minnedosa, Shoal Lake, Pipestone, Virden, Valley

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of the Souris, and Qu'Appelle contain an immense area of rich lands, with good settlements, and a most desirable class of settlers. In the Saskatchewan district, owing to lack of railway and market facilities, there is an ample field for the selection of Government lands by those who can rough it and lead an isolated life until more settlements are established. Game will be found more plentiful, and there is more timber and shelter for stock. In the Riding Mountain district of this division, and west of it, the country is much broken with timber, creeks, lakes, and ponds. Towards the western boundary of Manitoba, and in Alberta, the rainfall is less, and shortage of prairie hay has occurred in consequence of the drying-up of wet places and ponds necessary to produce a sufficient swarth, and the amount of hay to be obtained on the prairie is rapidly decreasing—in the vicinity of settlements especially. Some distress and discouragement has been occasioned by serious droughts which have occurred in this region, but the cultivation of large areas of land, the planting of trees, and especially deep ploughing and thorough working of the soil will, in a great measure, correct this evil. The hardships the settler in Manitoba has to endure arise from the length and severity of the winters. Lumber is expensive, and much more of it is required than in warmer countries to build houses and proper sheds for cattle. A great deal of fuel must be burnt, hay and other feed consumed, and a considerable portion of the year spent in winter quarters living on the proceeds of his summer's work.

Where good logs cannot be obtained, which is the case in most parts of Western Manitoba, frame buildings must be constructed having double floors, with paper

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lining between; also between the walls, and with double window sashes. Coal is a considerable item in the expenditure; for if fires are not kept up at night, everything in the house will freeze. A cellar under the house, with a double floor, will, if properly constructed and sufficiently deep, be frost-proof. Buildings for stock should have double walls, and some insulating material between—such as tarred paper. Excellent sheds for stock can be built of a framework of timber covered with straw, the walls being formed by straw two or three feet thick, between wattling or slats. These are cheap and warmer than anything built at greater expense. It is of great importance to protect stock from the bitter cold they are often subjected to, not only on the score of humanity, but because it takes less feed, and they come out of the winter so much better, especially young animals. For heating purposes in the house, anthracite coal, having a red ash, is much the best. It is burnt in a base-burning, self-feeding stove, keeping up a steady heat all night, and warming several rooms. An ordinary stove of this kind will consume about one ton a month, depending on the draught and quality of the coal. The ordinary cooking stove, when burnt all day in winter, will consume about one ton per month of bituminous coal. At 9 dollars for anthracite, and 6 dollars for bituminous coal per ton, six months' consumption would amount to 90 dollars for fuel during the winter. The shortness of the working season is another drawback, common, however, to other northern States in the Union. There is very little time after harvest to plough a large area before the ground freezes up, and extra teams must be kept for this purpose; and

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the cost of the winter feed, and interest on the capital invested in them, is to be considered. Farm hired-labour is expensive, and will soon eat up the profits if much employed. The earlier settlers in Manitoba had much to complain of in the way of very high prices for farm machinery, lumber, and the necessaries of life, but many changes for the better have taken place. Although prices are still kept up higher than they ought to be, yet contrasted with those on the other side of the line, the American farmer has the advantage; and men of revolutionary disposition in Manitoba, incited by Americans, make use of this to foster a spirit of discontent. Until within the last few years American farmers in the West, and on the Pacific, have had the same difficulties to contend with—*viz.*, high prices for farm machinery, and implements, and articles of all kinds not produced in the country, the prices being kept up by "combination" until the competition became so keen that these "rings" were broken. Only a few years ago a common farm waggon, which could be bought in the Middle States for 70 dollars, was sold at 120 dollars on the Pacific slope.

In commencing farming on the prairie lands of Manitoba, a man has a very great advantage over one who has to wrestle with timber and stumps, and wear his life out in clearing a farm. The early settlers in the New England States in the East had all this to contend with, and worse winters added.

The settler on open land, free of stumps and roots, can at once turn the sod at the rate of two to three acres a day with a 16-inch breaking plough and three good horses abreast. He can plant his potatoes in the fur-

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rows, turning the sod over them, and raise a good crop. Oats can be sown on the sod, and, perhaps, 20 bushels per acre harvested; but the best crop of all on the breaking is Russian flax, yielding a crop of from six to twelve bushels per acre of seed, worth from 80 to 100 cents per bushel. The average cost of breaking fine, even, prairie land is three dollars to three dollars fifty cents per acre on contract. It will, therefore, be seen that there is a chance of much more than paying the expense of breaking the first year, and this has frequently been accomplished in Iowa, Minnesota, and, probably, Dakota. The best method of ensuring a crop of flax is as follows:—As early as possible in spring, frost being out of the ground to sufficient depth, turn evenly a sod of three inches in thickness laid over flat as can be. When danger of frost is over, and especially when rain is impending, sow broadcast about three pecks of flax-seed per acre, and cut it well in with the rotary disc harrow, going over the ground several times, parallel with the furrows. A smoothing-harrow, with very slanting teeth, that will not turn up the sod, can afterwards be put over with still further improvement. If seasonable rains ensue, the crop is likely to be a good one, but if a dry season, it will be very scanty. Everything depends upon giving the seed as good a bed as possible without turning up the sod. It is cut usually with a table-rake harvesting machine—an attachment to an ordinary mower—or it can be cut with a mower, and hand-raked into small parcels. In the State of Ohio the average crop used to be $6\frac{1}{3}$ bushels per acre, with from 500 to 800 lbs. of straw. Flax grown in this way is not an exhaustive crop, and it leaves the sod in an excellent condition for

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back-setting. The seed is easily threshed out, and the straw, where it cannot be sold to a factory, is useful for many purposes, especially for making frost-proof walls for out-buildings. A guard must be formed round the farm to protect it from prairie fires. Several furrows are ploughed on either side of a piece of ground twenty yards wide all round the farm, and when the season for fire approaches, the grass is carefully burnt. This constitutes a "fire-brake." From the neglect of this precaution, properly done, many farms are destroyed in the States. Root cellars, or pits, should be constructed to preserve all kinds of vegetables. The practice of keeping them in a cellar under the dwelling-house is not a good one. A pit about seven or eight feet deep, and of any dimensions required, can be dug (on elevated ground if possible), the sides being scarped down evenly and a little sloping, and they can be plastered with a mixture of one-part cement to three of sand, wet in small quantities, and put on quickly, the floor being treated in the same way. A double roof, if of lumber, 12 inches apart, well packed with flax straw, or a heavy roof of thatch, should be formed, with a chimney for ventilation. A drain round the eves of the roof, a double door, closely-fitting and packed with straw, and steps to descend, will complete a frost-proof cellar; but no crevices must be left, and in very cold weather the chimney must be stopped.

Potatoes which, perhaps, could not be sold for 10 cents per bushel in the autumn, may be worth one dollar in the spring if kept over the winter in good order.

During the winter the ground will freeze three or four feet deep, and special provision must be made for stor-

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age. Poultry houses should have double walls and other precautions to exclude the cold, and flat perches, three inches wide, used, so that the feathers may protect the feet, or they will freeze. Special attention should be given to the well and the pump, a good one of the non-freezing kind, or the water supply will be cut off. All supplies for the winter should be laid in before its commencement.

Neglect of the precautions enumerated will lead to much hardship, which can be avoided. A house properly constructed, whether of lumber or logs, will save fuel and much suffering, especially to the female portion of the family.

It is not a difficult matter to build an ordinary frame-house, either of one or two storeys, by a man who is fairly handy with tools, as every man ought to be in this country, and, with some assistance at times, he can erect his own house after ploughing and seeding, living in the meantime in the house of some settler, or in a tent or rough shanty of his own, and thus save from 100 to 200 dollars on the house and other buildings.

Very low estimates are made of the amount of capital necessary for a settler to commence with; but, to make a fair start, the following expenditure will be necessary:—

Pair of horses	$300
Waggon	90
Harness	45
Two ploughs	46
Mower	80
Horse-rake	35
Harrow	22
Entry of 160 acres	10

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