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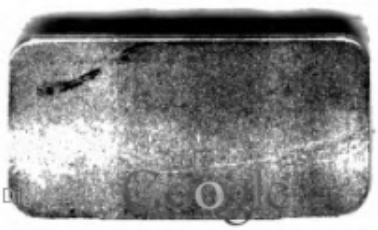

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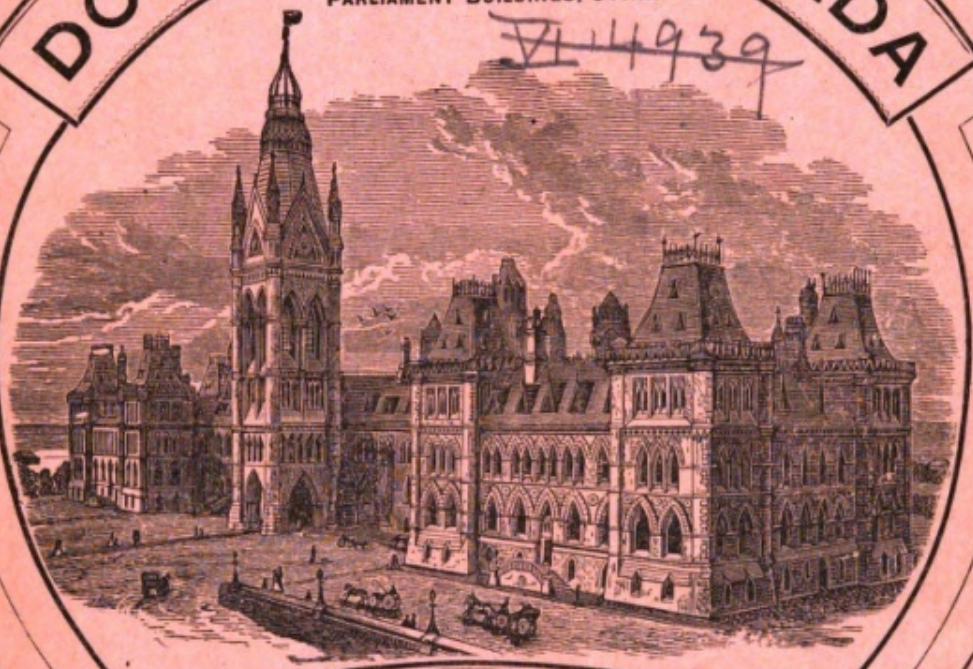
DOMINION OF CANADA

PARLIAMENT BUILDINGS, OTTAWA



A GUIDE BOOK

CONTAINING

INFORMATION

FOR

INTENDING SETTLERS

WITH

Illustrations and MAP

PUBLISHED BY THE

Department of Agriculture

of the Government of Canada

OTTAWA
THE DEPARTMENT OF AGRICULTURE
1887

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

A SKETCH BY
H. R. H. PRINCESS LOUISE

A VIEW AT QUEBEC

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DOMINION OF CANADA.

INFORMATION FOR INTENDING SETTLERS.

Published by the Government of Canada.

CHAPTER I.

INTRODUCTORY.

MOTIVES TO EMIGRATE.

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

To many, if not to all, it is a great wrench to leave the old home of one's childhood, even though it may have been accompanied by hard conditions; but it is, on the other hand, undoubted that new associations will develop and cluster around the new home across the sea, especially where there are conditions of increased prosperity, of natural beauties of country, and of a pleasant and healthy climate. Men who have left the old land to live in what has been called the Greater Britain come to love it with as great and even sometimes greater fervidness.

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

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

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

An intending emigrant should have above all things good health, and be stout-hearted. A man who comes to work should be prepared to do anything at first that comes to his hand; and he should try to adapt himself to the ways of the new country in which he has placed his lot. He may have many things to unlearn, and also to learn, and especially

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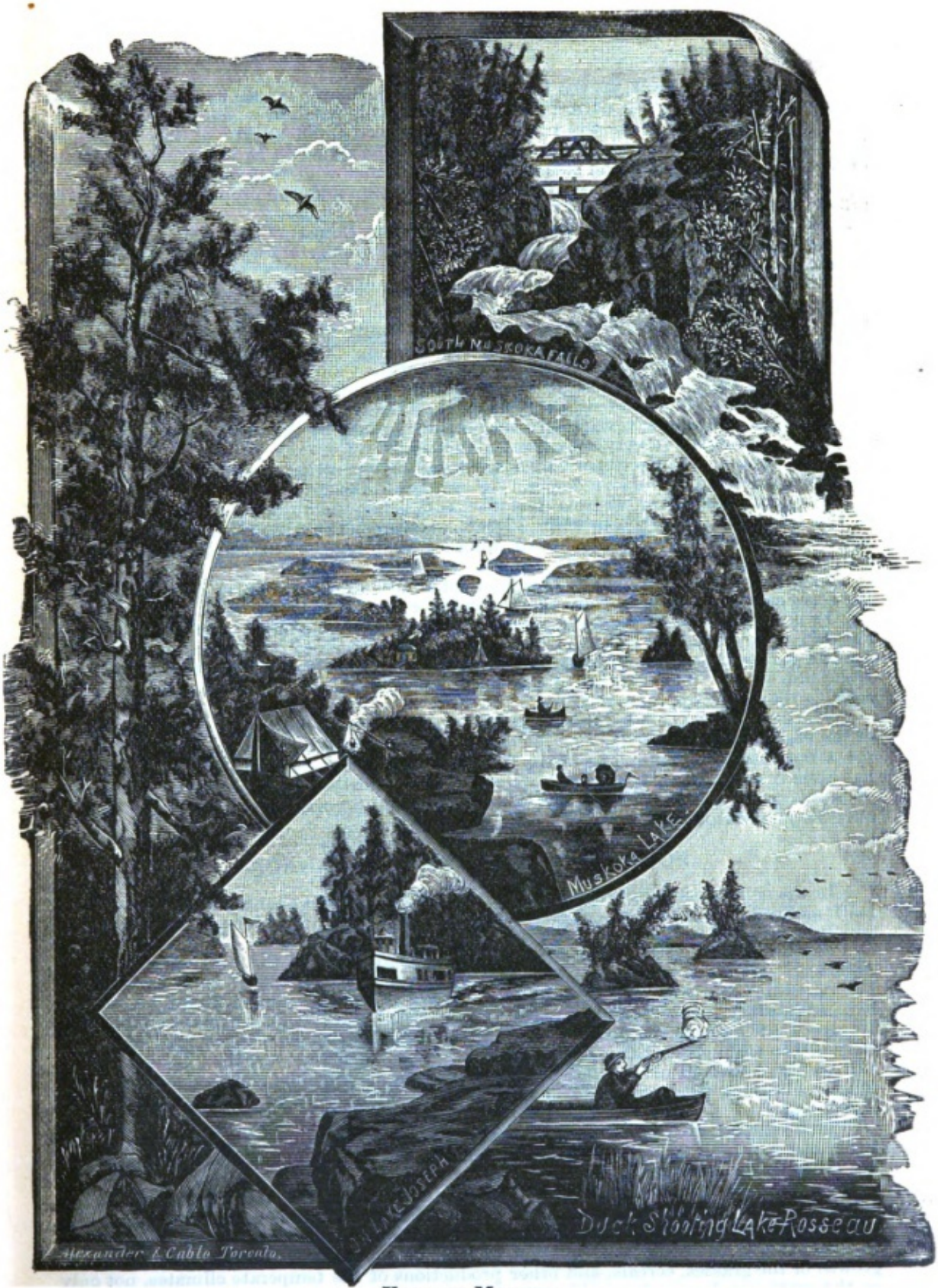

VIEWS IN MUSKOKA.

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

Its rivers and lakes form one of the most remarkable physical features of the continent. This water system furnishes important facilities for communication; and the course of the St. Lawrence is the line of the shortest sailing circle across the Atlantic. The same favourable condition prevails on the west coast from the terminus of the Canadian Pacific Railway across the Pacific Ocean to the markets of China, Japan, and also to Australia. Coupled with these important commercial conditions, there is the fact that the railway crosses the continent on the shortest line through the fertile belt, and crosses the Rocky Mountains on more favourable conditions, both as respects grades and curves, than the line of railway which reaches the Pacific coast at San Francisco.

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

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

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

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

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

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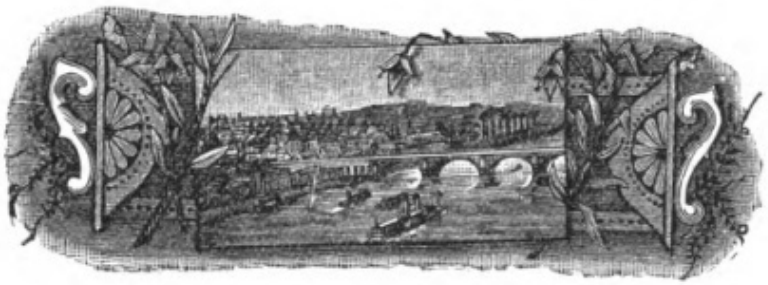

CHAPTER II.

FACTS ABOUT THE DOMINION.

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

SYSTEM OF GOVERNMENT.

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

Federal Government.

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

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

Provincial Government.

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

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

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

Municipal Government.

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

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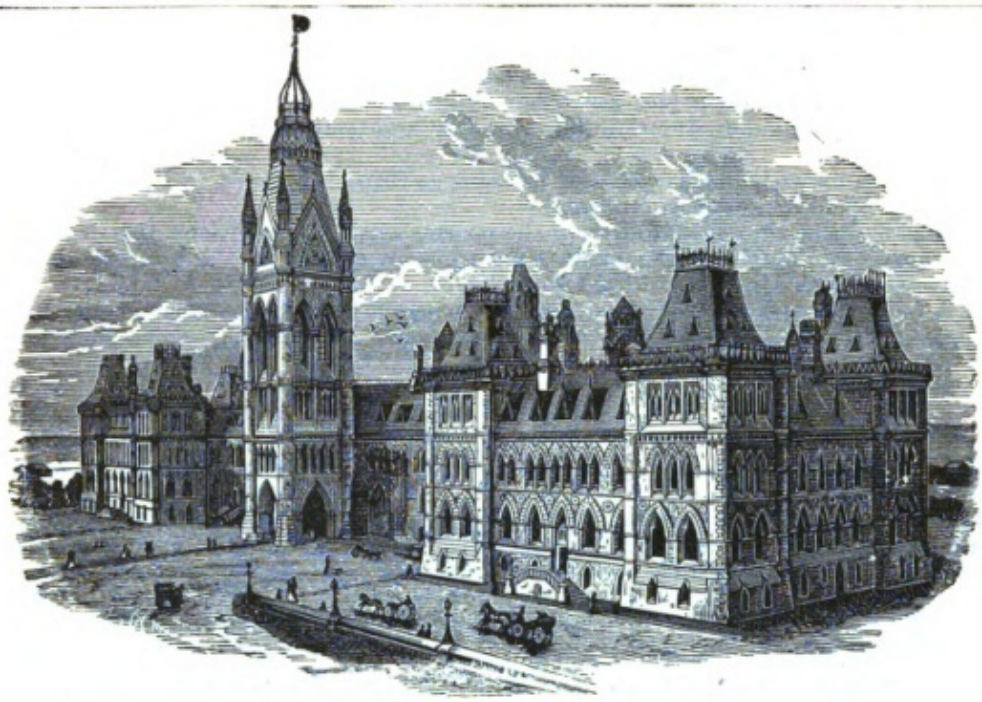

PARLIAMENT HOUSE, OTTAWA.

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

EDUCATION.

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

SOCIAL POSITION.

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

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

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

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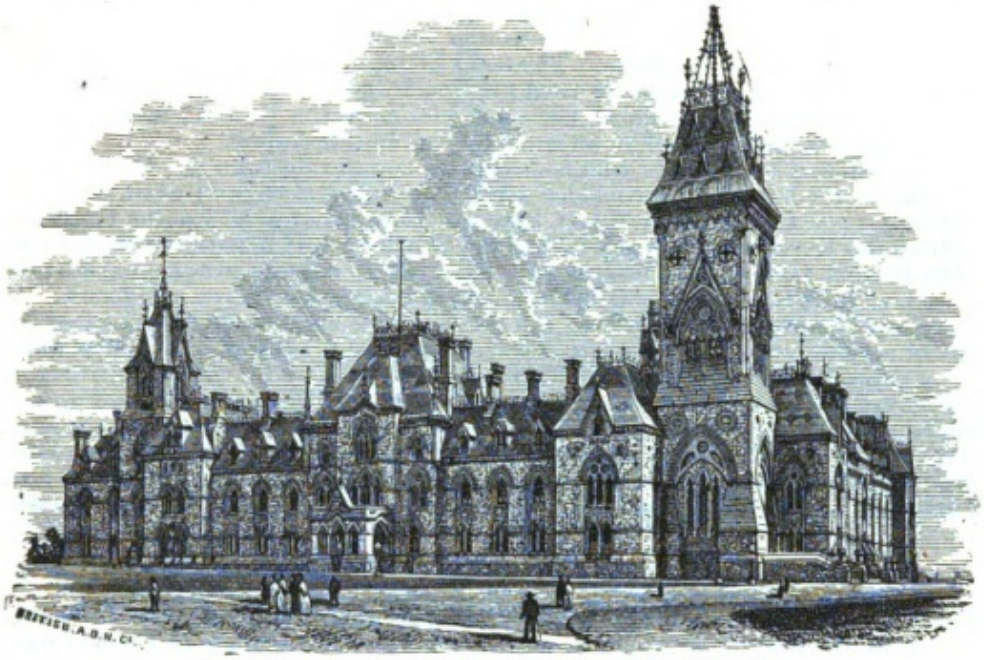

DEPARTMENTAL BUILDINGS, OTTAWA.—EAST BLOCK.

THE MILITIA SYSTEM.

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

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

NATURALIZATION LAWS.

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

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

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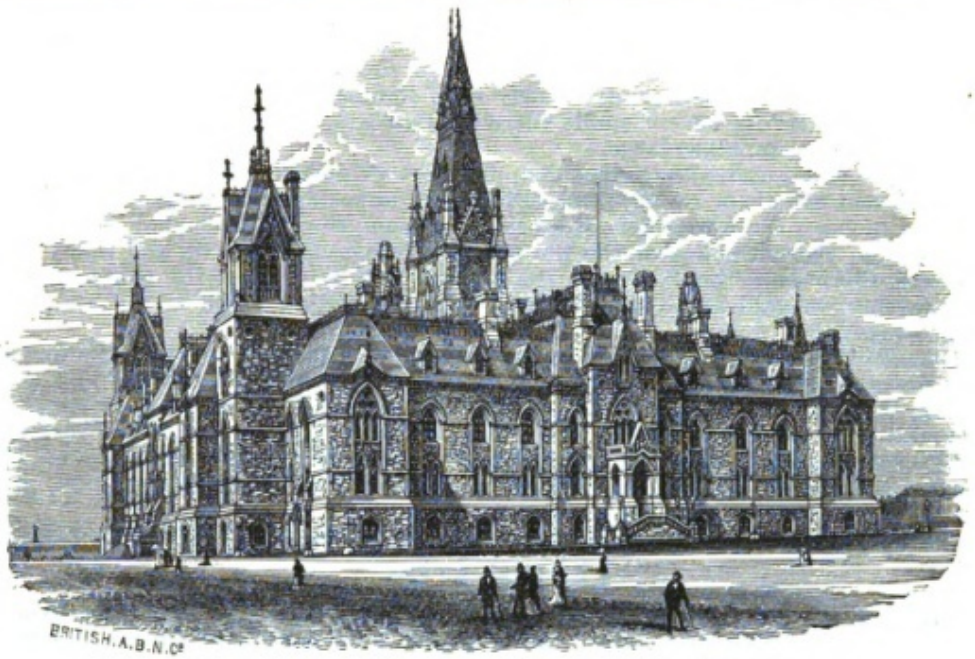

DEPARTMENTAL BUILDINGS, OTTAWA.—WEST BLOCK.

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

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

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

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

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

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

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POST OFFICE, OTTAWA.

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

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

POST OFFICE AND TELEGRAPHS.

Postal System.

The Postal System of Canada extends to every village and hamlet in the land, no matter how remote from the centres of business and population. In 1885, the number of Post Offices was in the proportion of one to every 663 persons; in the United States it was only one to every 1,073 persons.

The number of	Post Offices in June, 1885, was	7,084
"	Miles of Post Route	50,461
"	Miles of Annual Mail Travel	22,173,455
"	Letters in the same year	68,400,000
"	Post Cards	13,800,000
"	Registered Letters	3,0€0,000
Postal Revenue to June, 1885		$2,400,062

These figures show postal activity in Canada.

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CHAPTER III.

PRODUCTIONS OF CANADA.

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

FARMING AND STOCK-BREEDING.

Canada seems especially fitted to supply the United Kingdom with much of the farm produce that is necessary for her to import. The older Provinces export horses, beef, mutton, butter, cheese and fruits as their leading staples from the field and the garden, while Manitoba and the North-West export wheat and other grains. Large ranches have also been successfully established on the great grass lands at the base of the Rocky Mountains, and when these come into full play their products will be enormous. The cattle can be driven to the nearest railway stations, which are not more distant from the Atlantic sea-ports than are those railways in the United States, west and south-west, which now successfully bring cattle *via* Chicago to the Atlantic ports for export to Great Britain. It may be added that during the year 1886, a trial was made on behalf of the Imperial Government to obtain horses for cavalry purposes from the ranches near the Rocky Mountains. The selections were made by Col. Ravenhill and Col. Phillips; and the results were so encouraging that, by order of the War Office, the experiment is to be repeated in the course of this year.

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

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

There may be more scientific farming in England and in Scotland than in Canada. English high farmers would find in Canada much that they would consider very rough work; but there are exceptions of highly cultivated farms, and Canada has entered with energy into the race of improvement. At the last session of the Canadian Parliament a law was passed to establish a series of Experimental Farms, of which the central one is already established near Ottawa, the seat of the Federal Government. At these trial farms tests will be made, by highly skilled men, of seeds, methods, plants and processes, covering the whole range of agriculture, horticulture, dairy farming and forestry, having for object to secure improvements and the most successful possible results. In the Province of Ontario there is a School of Agriculture, connected with a model farm, at which scientific and practical agriculture is taught. There are also model farms in the Province of Quebec. It has been hitherto found that what we may call pioneer farming, that is, taking from the soil in the roughest and readiest manner what it will produce, is more profitable than higher farming with its more costly appliances of labour and fertilizers. But in the older portions of the country this state of things is beginning to change. The

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BELVOIR FARM HOMESTEAD, DELAWARE, ONTARIO.

[Mr. Richard Gibson, Proprietor.]

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THE BELVOIR FARM, DELAWARE, ONTARIO.

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

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AN ONTARIO FARM VIEW.

[The property of Mr. John Fothergill, Burlington, Ontario—460 acres. Pasture, 110 acres, Hay, 90 acres, Grain, 100 acres; Roots, 16 acres; Horses, 14; Cattle, 80; Hogs, 25; Sheep, 50.]

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AN ONTARIO HOMESTEAD.

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

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JERSEY CATTLE ON AN ONTARIO FARM.

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

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AN ONTARIO VINEYARD AT EAST HAMILTON.

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

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APPLE ORCHARD, EAST HAMILTON, ONTARIO.

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

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CHAPTER IV.

PUBLIC WORKS.

CANADIAN CANAL AND INLAND NAVIGATION SYSTEM.

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

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

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

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

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

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

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

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

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

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

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

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

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AN ONTARIO FARM.

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

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AN ONTARIO FARM HOMESTEAD.

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

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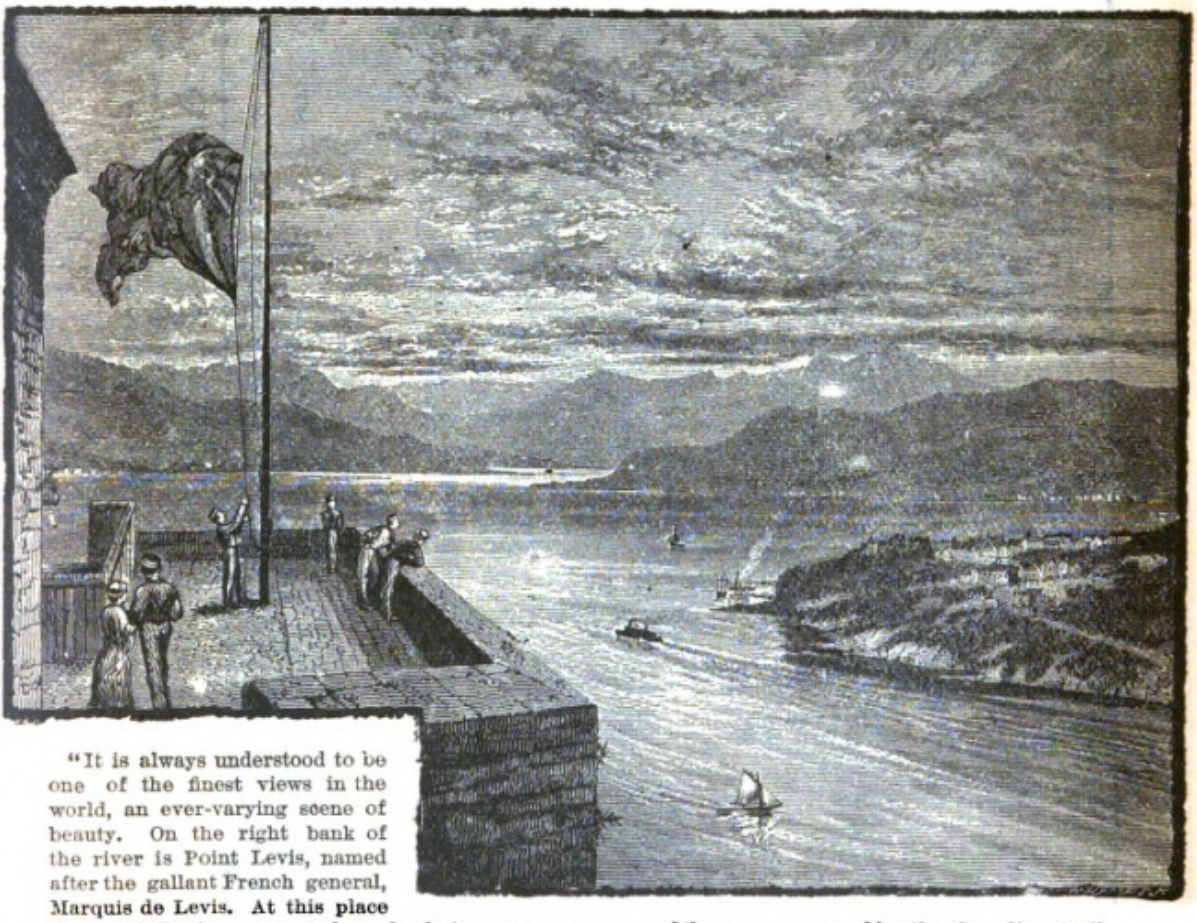
This was remarked by the Princess Louise in the notes to her appreciative sketches of the St. Lawrence, at Quebec, published in *Good Words*. With respect to the view from the citadel of Quebec—taking in the harbour; part of the city; the opposite town of Levis; the Island of Orleans, with a spur of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

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

These facts account for the large number of emigrants who go to the United States by way of the St. Lawrence; and it is certain that the number of these will increase as the advantages of the route become more and more known in Europe. It has been



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

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

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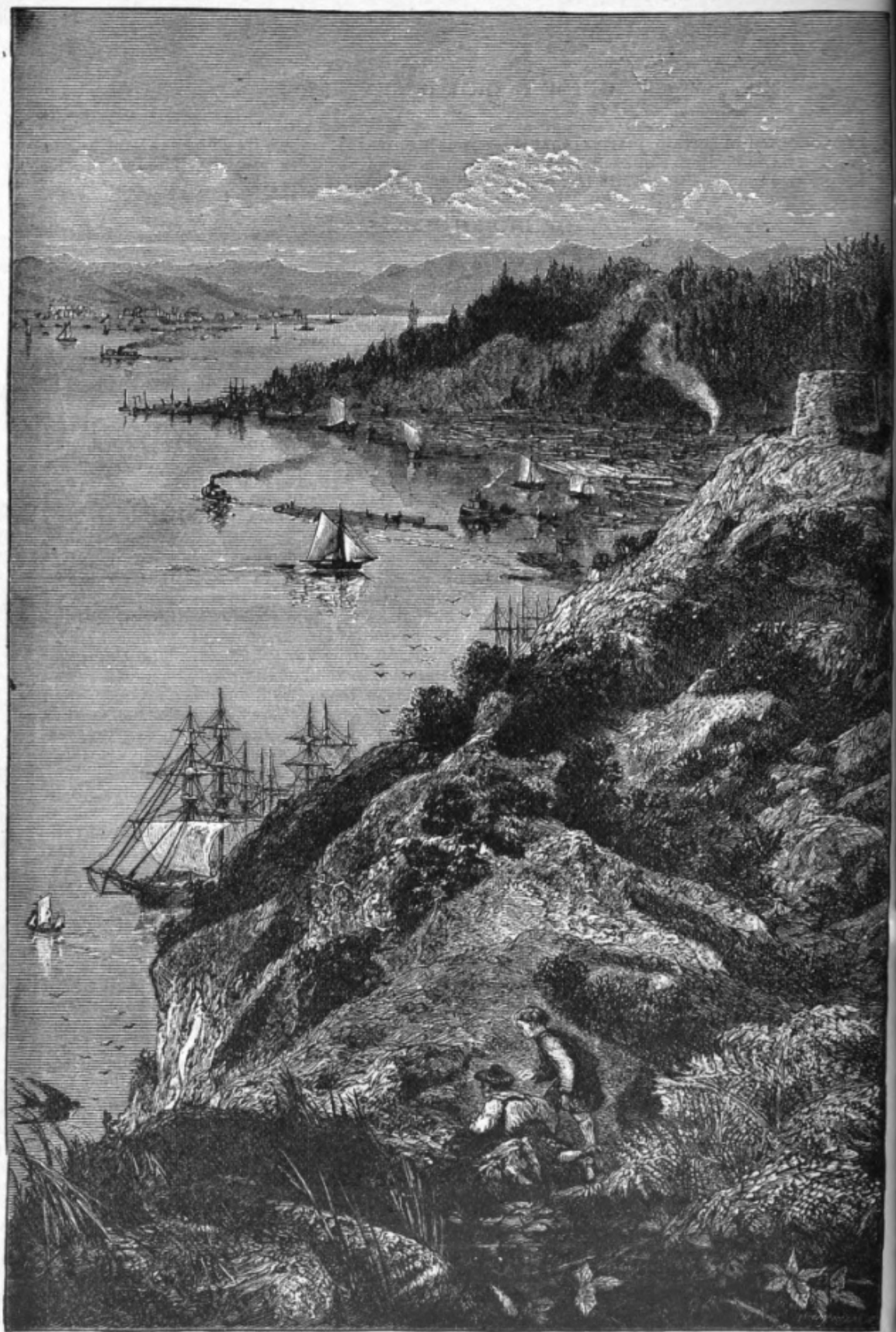

WOLFE'S COVE: A VIEW ABOVE QUEBEC, LOOKING UP THE ST. LAWRENCE. BY H.R.H. THE PRINCESS LOUISE

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

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

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

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

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

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

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

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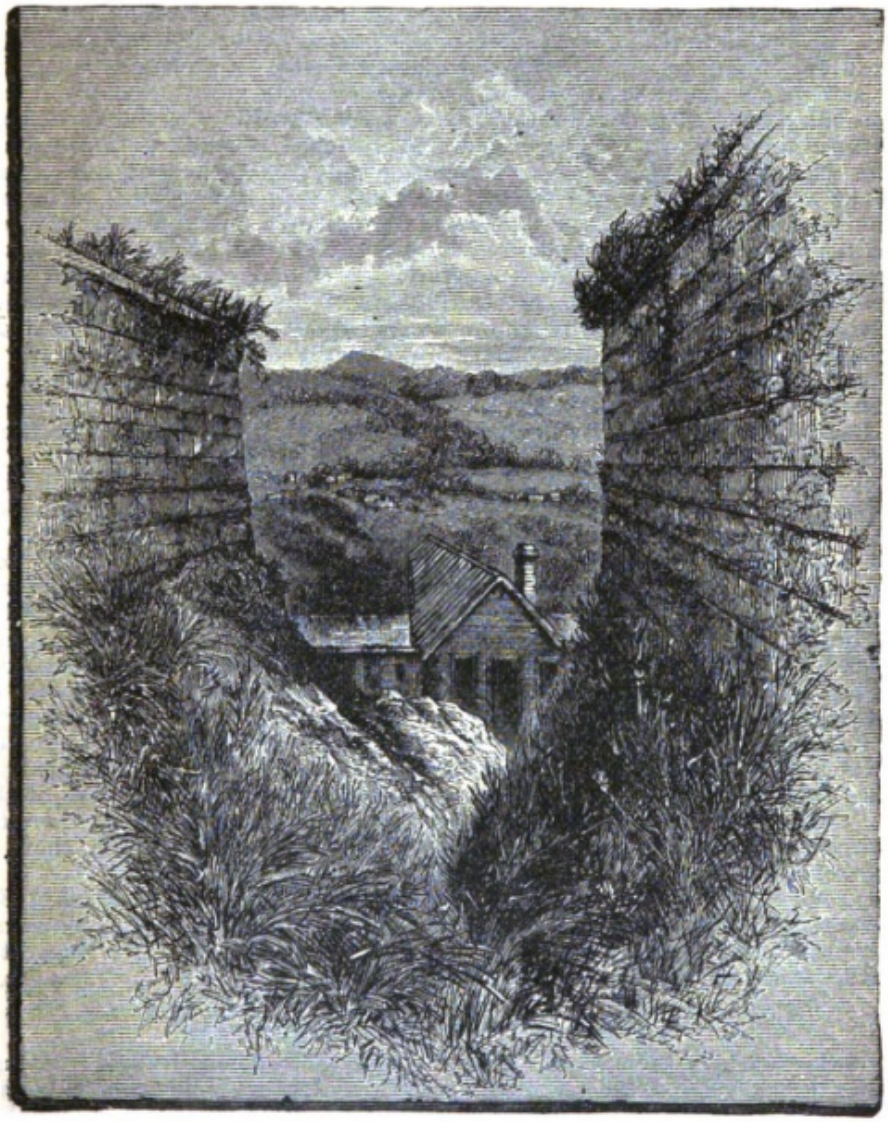
Proceeding on his westward way, the city of Winnipeg, situated on the Red River, at the confluence of the Assinboine, would surely give him a surprise. Within the years that may be counted on the fingers, Winnipeg was almost naked prairie. By the census of April, 1881, it had a population of about 8,000; since which time it has steadily increased both in wealth and population; and it now contains about 21,000 inhabitants. There has been a rush to it from all parts, so great that building accommodation could not be procured for all incomers; and one saw, even late in the fall, whole streets of



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

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

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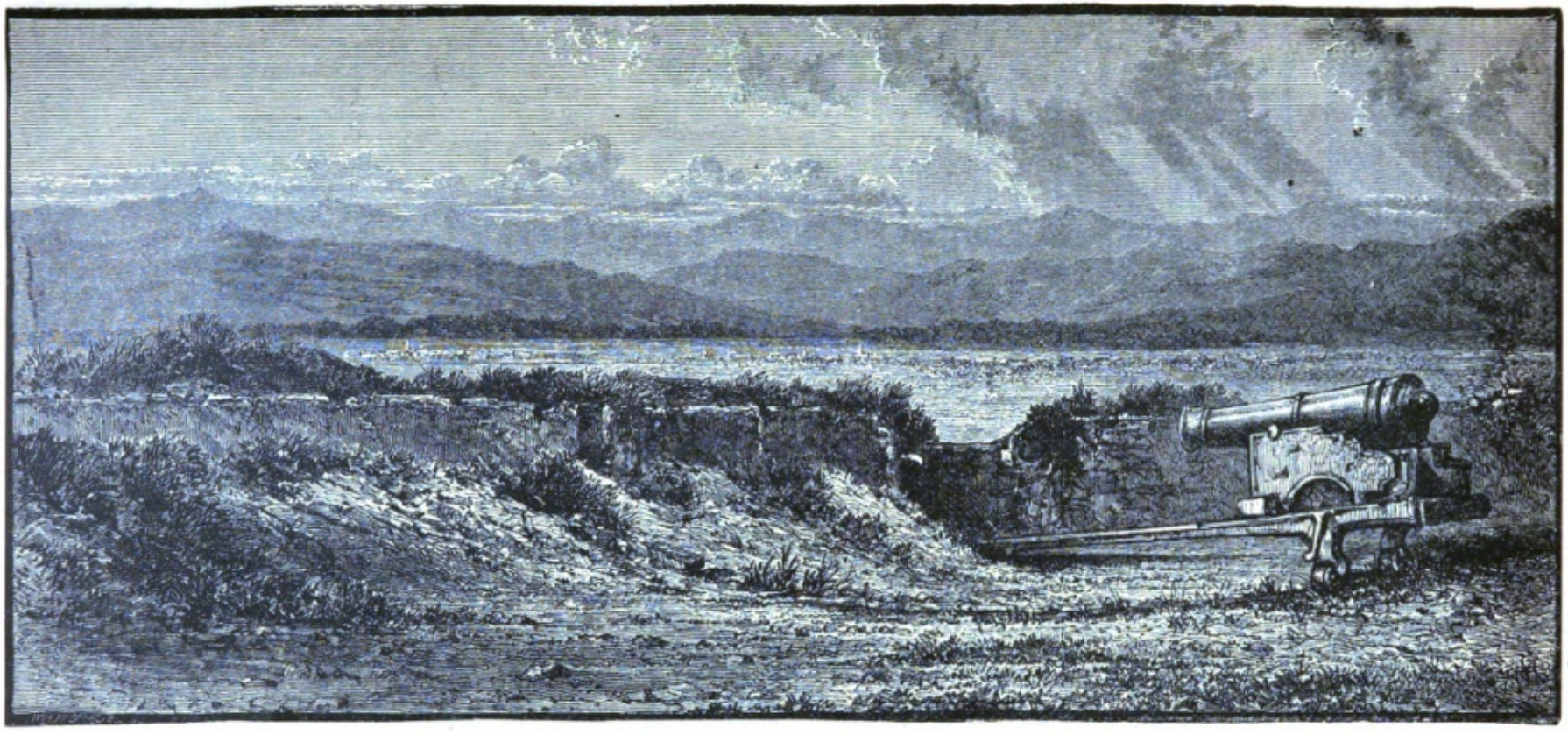

INTERIOR OF THE CITADEL, QUEBEC. BY H.R.H. THE PRINCESS LOUISE.

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

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CHAPTER VI.

CANADA AS SHOWN BY FIGURES.

AREA OF PROVINCES AND TERRITORY.

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

Prince Edward Island	2,133	sq. miles.
Nova Scotia	20,907	"
New Brunswick	27,174	"
Quebec	188,688	"
Ontario	181,800	"
Manitoba	123,200	"
British Columbia	341,305	"
The Territories	2,585,000	"
Total square miles	3,470,207	

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

The area of the whole of the continent of Europe is 3,900,000 square miles; the area of the United States, exclusive of Alaska, is 2,935,588 square miles—that of Alaska is 577,390 square miles—combined making 3,510,978 miles. Thus the Dominion is nearly six hundred thousand square miles larger than the United States without Alaska, and nearly eighteen thousand square miles larger than both combined.

The total population of the Dominion by the census of 1881 was 4,324,810, against 3,687,024, as shown by the census of 1871. According to logarithmetical calculations, based on the census returns of 1871 and 1881, the population of the Dominion on 30th June, 1886, was estimated to be 4,793,403. The increase in the old Provinces during the decenniad was over 18 per cent. The increase for the same Provinces in 1871 over 1861 was over 12 per cent. The number of males in 1881 was 2,188,854; that of the females 2,135,956; there being a preponderance of more than 50,000 males over the females in the Dominion. This has probably arisen from the excess in immigration of males over females; and it is very desirable in the social and economical interests of the Dominion that this difference should be redressed by an increased immigration of females. (See Census Tables in Appendix to this Guide Book.)

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

In 1881, 912,934 of the population were living in cities and towns, and 3,411,876 were living in the country. The increase in urban population between 1871 and 1881 was 33.0 per cent., and in rural population 15.6 per cent.

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The trade of Canada has very greatly increased since Confederation. At the end of 1868, the first fiscal year after the union, the total exports were $57,567,888.00; in 1885-6, $85,251,314.00. In 1868 the total imports were $73,459,644.00; in 1885-6, $104,424,561.00. The total trade being in 1868, $131,027,532.00; and in 1885-6, $189,675,875.00, and the amount of duties collected was $19,448,123.70.

Among the exports, the value of animals and their produce was $23,077,513.00; agricultural products, $21,441,817.00; products of the forest, $22,865,087.00; of the mine, $4,147,287.00; and of fisheries, $7,976,313.00.

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

The total amount of receipts for the Dominion in the fiscal year 1885-6 was $110,631,-438.22, and the receipts at the credit of the Consolidated Fund were $33,177,040.39. The payments from the Consolidated Fund were $39,011,612.26. These two last sums represented the revenue and expenditure for the year. The excess of expenditure was due to the payments that had to be made on account of the rebellion in the North-West in 1885. The total amount of the funded and unfunded debt of Canada on the 1st of July, 1886, was $273,164,341.11, against which there are assets amounting to $50,005,234.02, leaving the net debt $223,159,107.09. This would represent a net debt *per capita* of about $45.00.

The total interest on the public debt of Canada for the same year was $10,137,008.66, and the actual net interest paid was $7,837,929.75.

The total amount expended directly on capital account for that year was $6,476,400.39, while subsidies to railways and public improvements swelled the aggregate to $14,458,-723.16.

The Dominion has made great strides in its banking operations since Confederation. The total paid-up banking capital in 1868, the first year after Confederation, was $30,477,-899.18. In December, 1886, it was $61,230,370.87. The total amount of deposits in 1868 was $30,168,556.00. In December, 1886, the total deposits amounted to $112,130,360.41.

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

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Niagara Falls, as seen from Wesley Park.

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CHAPTER VII.

PROVINCES OF THE DOMINION.

THE PROVINCE OF ONTARIO.

EXTENT AND POSITION.

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

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

POPULATION, OCCUPATIONS AND CITIES.

The population of Ontario was 1,923,228, as shown by the census of 1881, but the increase to 30th June, 1886, according to calculation, will bring these figures to 2,096,063, the increase as established by the last census being 18.6 in ten years; and, as already stated, agriculture forms the principal occupation of the inhabitants, although lumbering in the rich forests, mining in the bountiful deposits, commerce, and sea-faring occupations on the great lakes attract a portion of the labour of the energetic people of the Province.

Toronto, the seat of the Provincial Government, had a population of 86,415 by the census of 1881; but it appears from a municipal census taken in 1886, that its population now amounts to 118,403; it is a city of which any country might be proud, and it is very rapidly continuing to grow, both in wealth and population. The value of assessed property in the city has increased from $56,286,039 in 1881, to $83,556,811 in 1886. There are also other cities of considerable extent.

Ottawa has a population of 34,753; it is the seat of the Dominion Government, and here are erected the Houses of Parliament and Departmental Buildings. These constitute three of the finest edifices on the continent of America, and excite the admiration of all beholders. Among the other large cities of the Province may be mentioned Hamilton, with a population of about 41,280; London with a population of over 26,047; Kingston, with a population of about 15,000; and there are numerous other wealthy and really beautiful cities and towns of less population.

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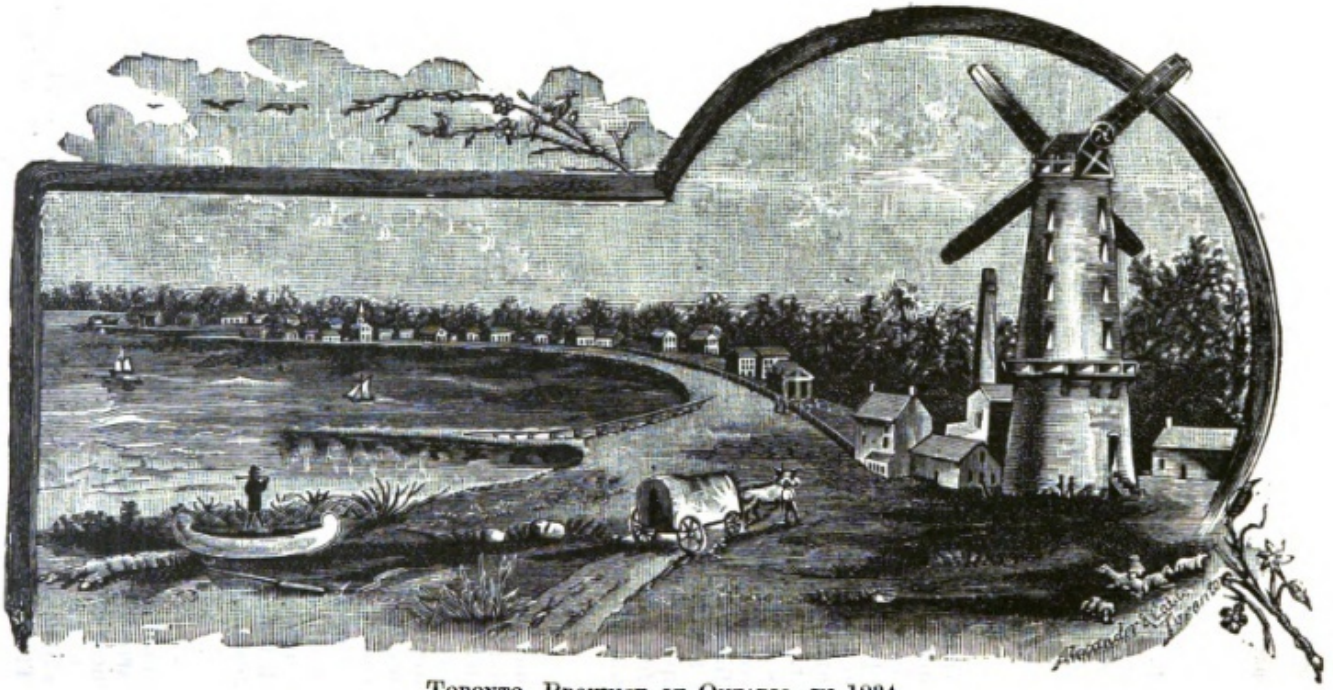

TORONTO, PROVINCE OF ONTARIO, IN 1834.

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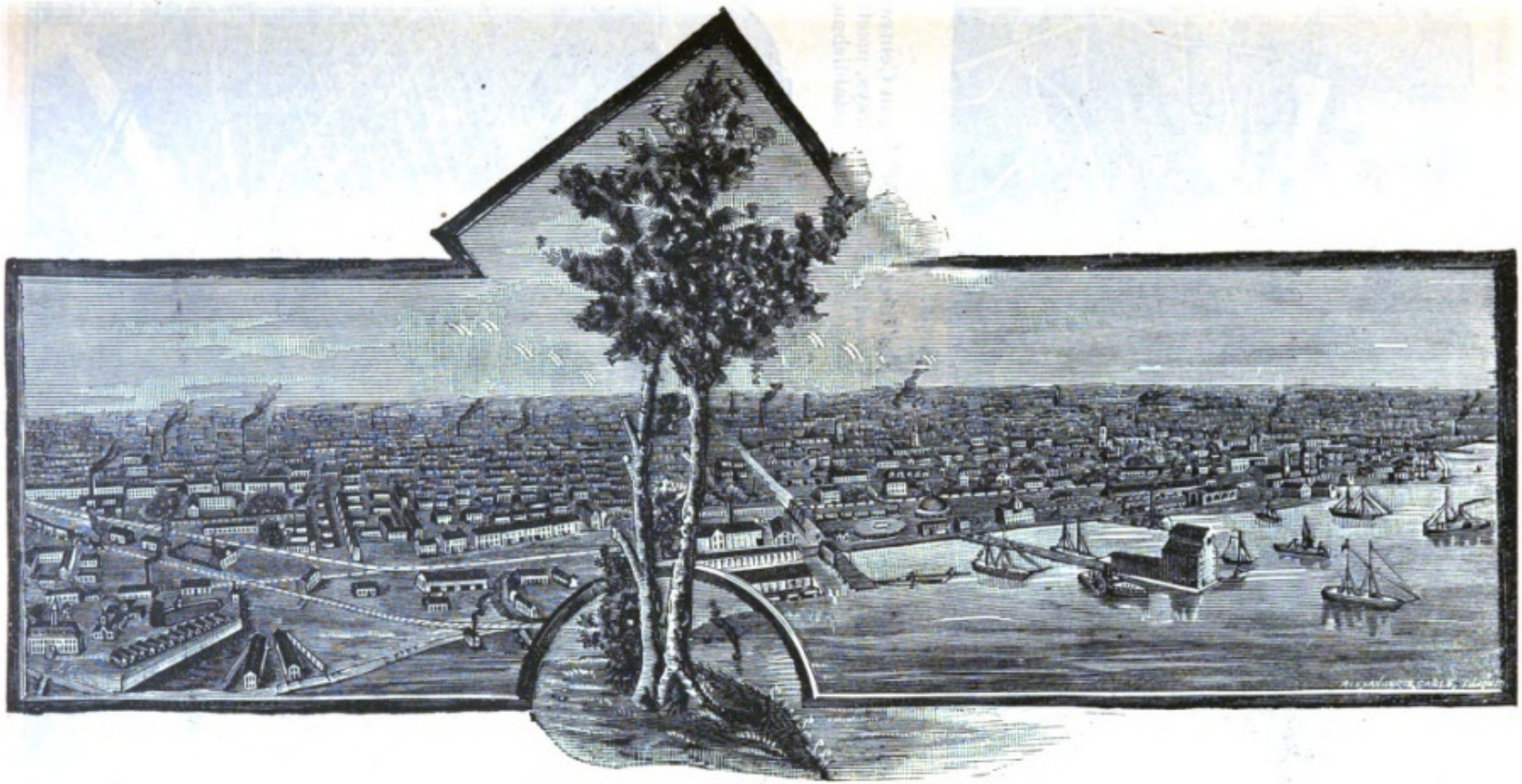

TORONTO, PROVINCE OF ONTARIO, IN 1887.

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CITY OF ST. THOMAS.

St. Thomas is an important railway centre, the lines of the Michigan Central, Grand Trunk, Lake Huron & Port Stanley, and the Canadian Pacific Railways, meeting here. It is situated on Kettle Creek, and has several large manufacturing establishments. It has a population of 10,127.

CITY OF OTTAWA.

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A VIEW IN THE CITY OF LONDON, ONTARIO.

[Richmond Street, looking south.]

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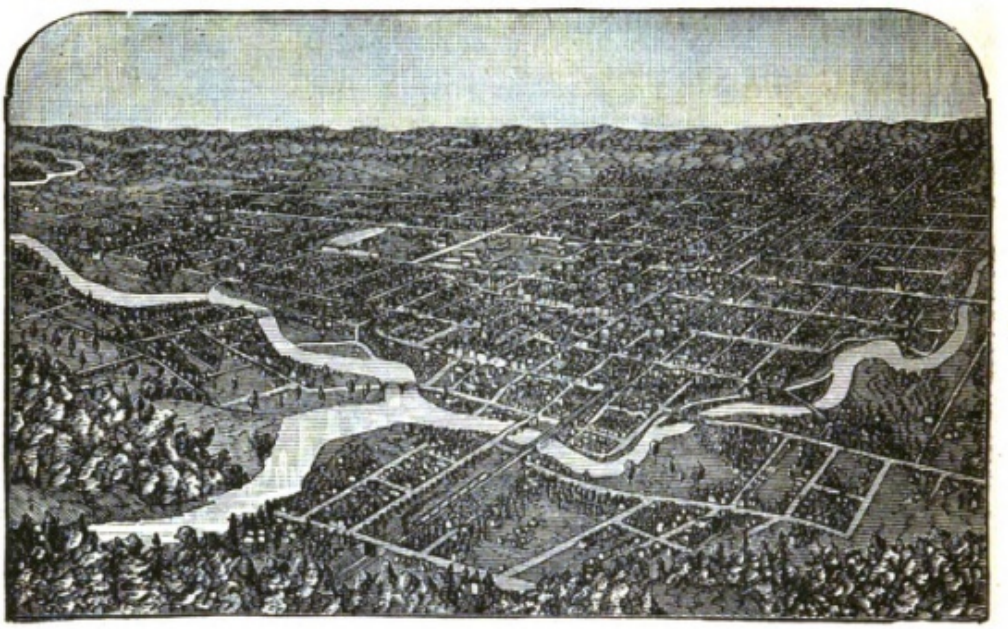

CITY OF LONDON.

The City of London is located at the junction of the north and south branches of the River Thames. It has excellent railway facilities, is the centre of an excellent agricultural district, and is a large manufacturing point, and is rapidly growing. Population 26,047.

CITY OF BELLEVILLE.

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

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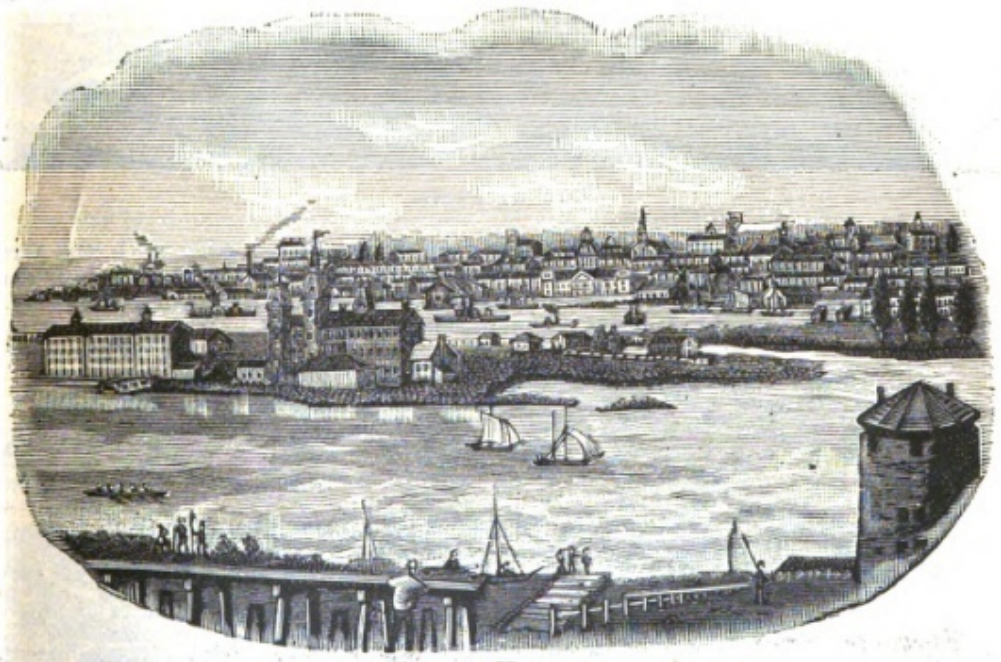
An Agricultural Return, collected by the Bureau of Industries for the Province of Ontario, and published by the Government of that Province, gives the following average production of field crops per acre for the whole Province of Ontario in 1886:

Fall Wheat,	bush	20.4	Buckwheat,	bush	23.7
Spring Wheat	"	16.5	Beans	"	22.9
Barley	"	26.5	Potatoes	"	114.3
Oats	"	36.2	Mangolds	"	483.6
Rye	"	16.3	Carrots	"	375.4
Peas	"	22.8	Turnips	"	475.7
Corn, in ear	"	69.0	Hay and Clover,	tons	1.35

There is also published in the same Return, for the same year, the total yields in bushels of Fall Wheat, Spring Wheat, Barley, Oats, Rye, Peas, Corn and Buckwheat; Fall Wheat, 18,071,142 bushels; Spring Wheat, 9,518,553; Barley, 19,512,278; Oats, 58,665,608; Rye, 1,106,462; Peas, 16,043,734.

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



CITY OF KINGSTON.

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

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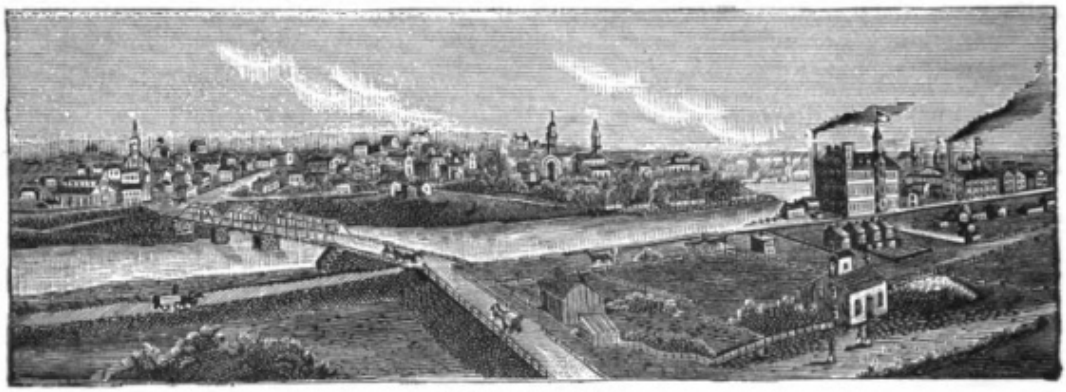
CITY OF GUELPH.

Guelph is situated on the River Speed, and on the main line of the Grand Trunk Railway. It has several manufacturing establishments, and is the centre of a rich agricultural section of the Province. Population, 10,216.



TOWN OF PARIS.

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

CITY OF BRANTFORD.

The City of Brantford is the head-quarters of some of the largest industries in Ontario, and is a rapidly-growing place. It is pleasantly situated on the right bank of the Grand River, which is navigable to within three miles of the city. Population, 12,600.

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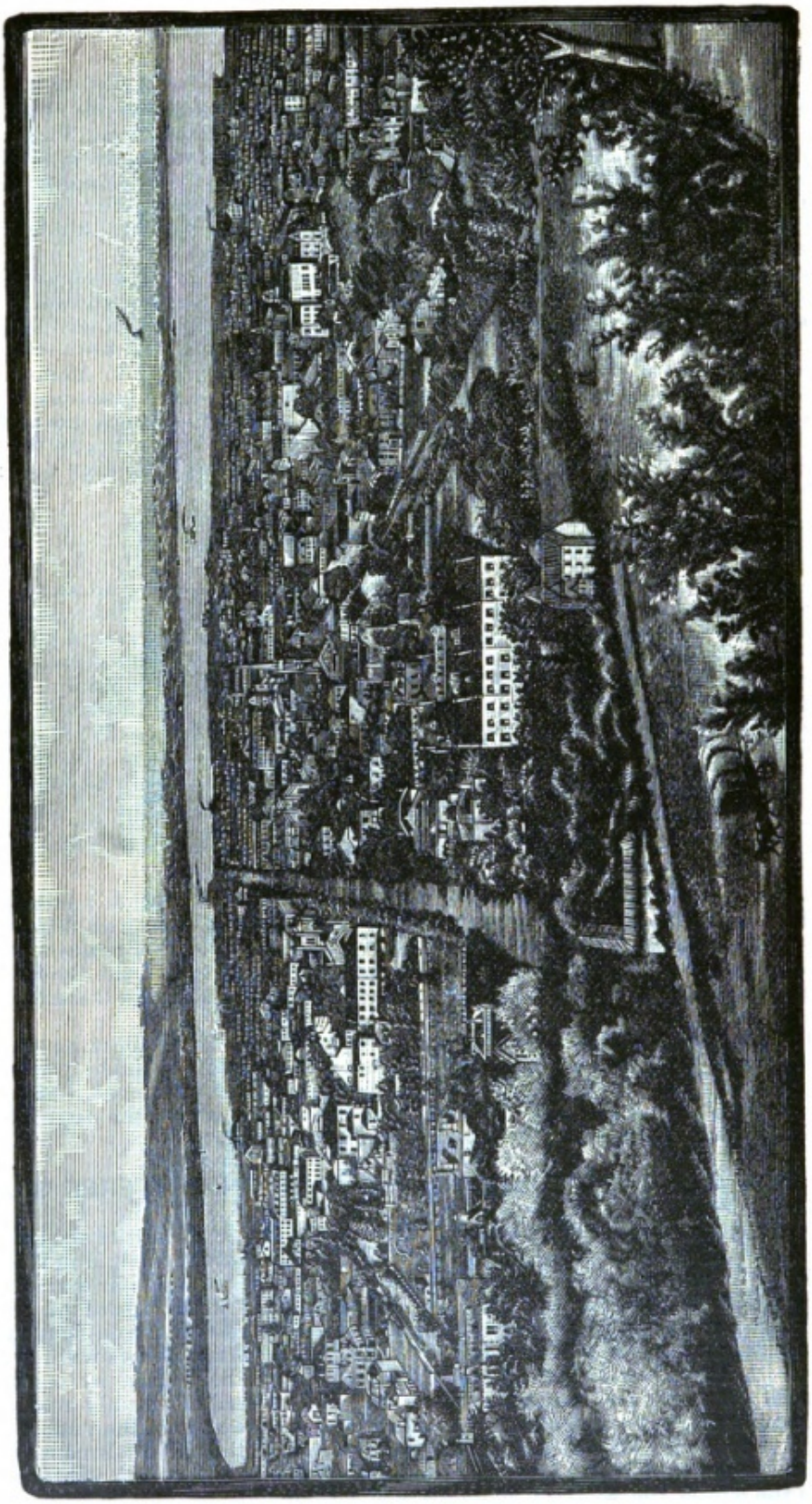

City of Hamilton.

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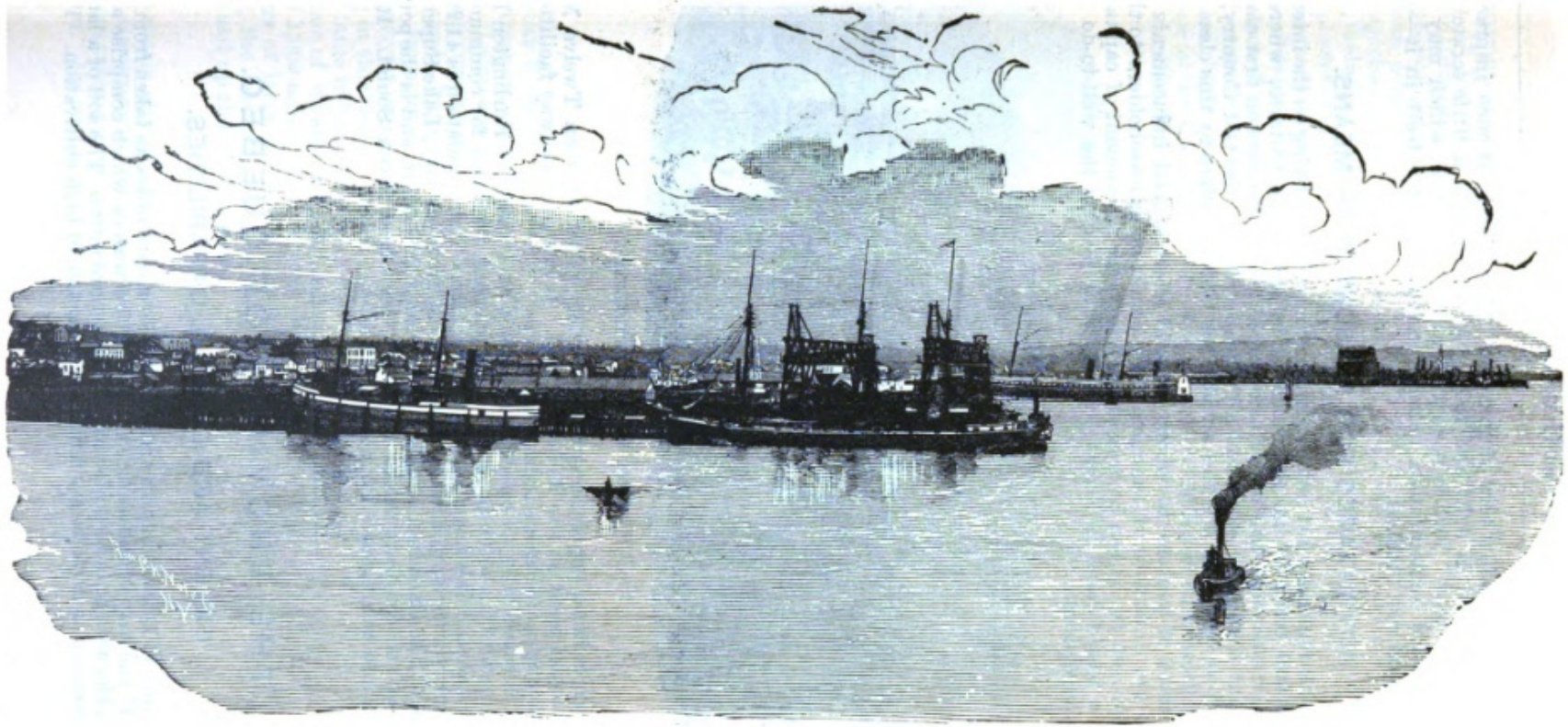

PORT ARTHUR, LAKE SUPERIOR.

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

ADVANTAGES FOR PERSONS WITH MEANS.

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

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

CITY OF ST. CATHARINES.

St. Catharines has a population of about 9,779; is situated on Twelve Mile Creek, and is the principal point on the Welland Canal. It has good railway facilities, and has several extensive manufacturing industries.

Hamilton is beautifully situated on the south-west shore of Burlington Bay, at the extreme west end of Lake Ontario. It has excellent facilities for communication by water and railway, and is a large manufacturing city. The population is 41,280.

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

THE PROVINCE OF QUEBEC.

EXTENT AND GENERAL CAPABILITIES.

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

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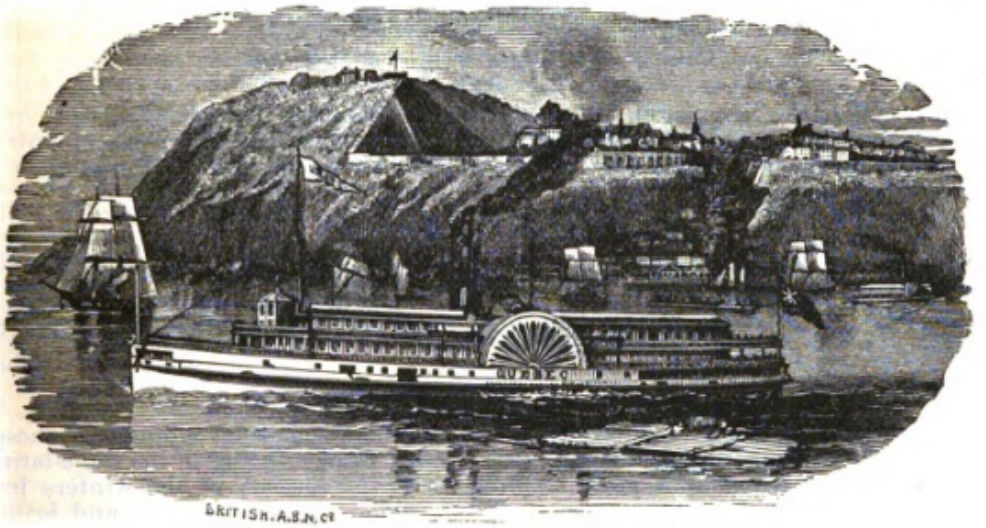
grasses, root crops, and many of the fruits of the temperate zones grow in abundance and to perfection. In the southern parts of the Province Indian corn is a large crop, and fully ripens. Tomatoes grow in profusion, and ripen, as do also many varieties of grapes. It may be mentioned, as a climatic fact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

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

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



THE CITADEL, QUEBEC, AND A RIVER STEAMER.

RIVER ST. LAWRENCE.

The great River St. Lawrence, which forms so remarkable a feature in the continent of North America, runs through this Province from the head of ocean navigation to the Gulf of St. Lawrence; and gives to the Province of Quebec a commercial position of commanding importance, not only in relation to the Province of Ontario and the North-West of Canada, but also to a large portion of the adjoining United States. This great river, apart from its commanding commercial importance, is also remarkable for great natural beauty at every point of its course. Its waters are everywhere clear and generally blue, being in this respect the opposite of the muddy waters of the Mississippi. It has a number of large tributaries, some of which are great length, and one of them, the Ottawa, including one of its affluents, navigable in connection with it for canoes, extends over a distance of 1,000 miles. The Ottawa River divides the Provinces of Quebec and Ontario. Other rivers of large size in the Province of Quebec are the St. Maurice, Richelieu and Saguenay; the last named is celebrated for its beautiful scenery. It is worth a trip to Canada to sail up the St. Lawrence.

CHIEF CITIES.

The historic city of Quebec, containing about 65,000 inhabitants, is the seat of the Provincial Government, and presents many features of great interest to strangers. Its surroundings possess great interest, accompanied with probably the most beautiful scenery in the world. Its port is of great capacity and importance.

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CITY OF MONTREAL, FROM THE HARBOUR.

Montreal has a population of over 200,000, including the suburbs, and is the commercial metropolis of the Dominion, as well as the principal port of entry of British North America. This city has been previously briefly described in another part of this Guide Book.

LANDS AND SURVEYS.

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

CLIMATE.

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

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

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

SOIL AND PRODUCTIONS.

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

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

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THE EASTERN TOWNSHIPS.

The Eastern Townships comprise a portion of the Province of Quebec, south of the River St. Lawrence, and adjoining the frontier of the United States. They call for particular mention. It has happened, from the fact of these townships lying outside of the ordinary route of travel from the United Kingdom to the west of the Dominion, that they have not hitherto been so much sought out as other parts of the Dominion by settlers. They yet offer particular advantages which are worthy of notice. These townships are the most English part of the Province of Quebec, having been originally settled by the United Empire Loyalists, who left the present United States at the time of their separation from England, and who thereby made enormous sacrifices to preserve their allegiance. From that root, the spirit of loyalty has continued to grow and spread. The original stock has been replenished and added to by immigrants from the United Kingdom; and people from the British Islands will here find themselves among a congenial people. There are also many French-Canadian settlers in the townships, who live in the most perfect harmony with their brethren who speak the English tongue.

SHERBROOKE, EASTERN TOWNSHIPS.

CLIMATE AND PRODUCTIONS.

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

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

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

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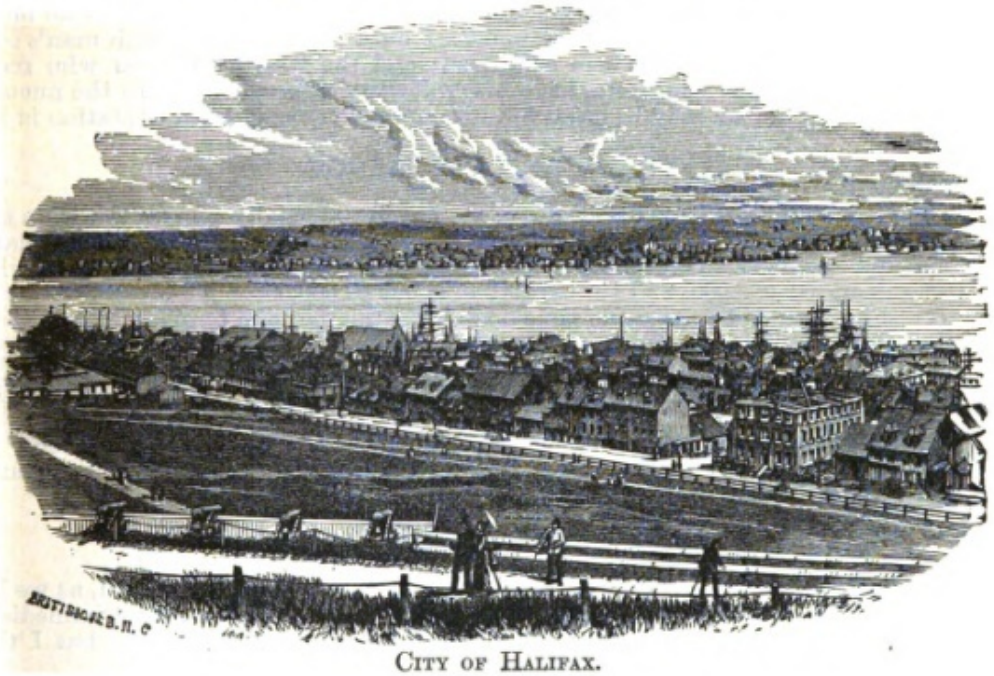
iron is worth £9, Nova Scotia £10 per ton. There is but one Swedish ore which is considered superior for steel. *All* Nova Scotia bar iron is used for this purpose.

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

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

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

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



City of Halifax.

CROWN LANDS.

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

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

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

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CHARLOTTETOWN, P. E. ISLAND.

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WINNIPEG IN 1871.

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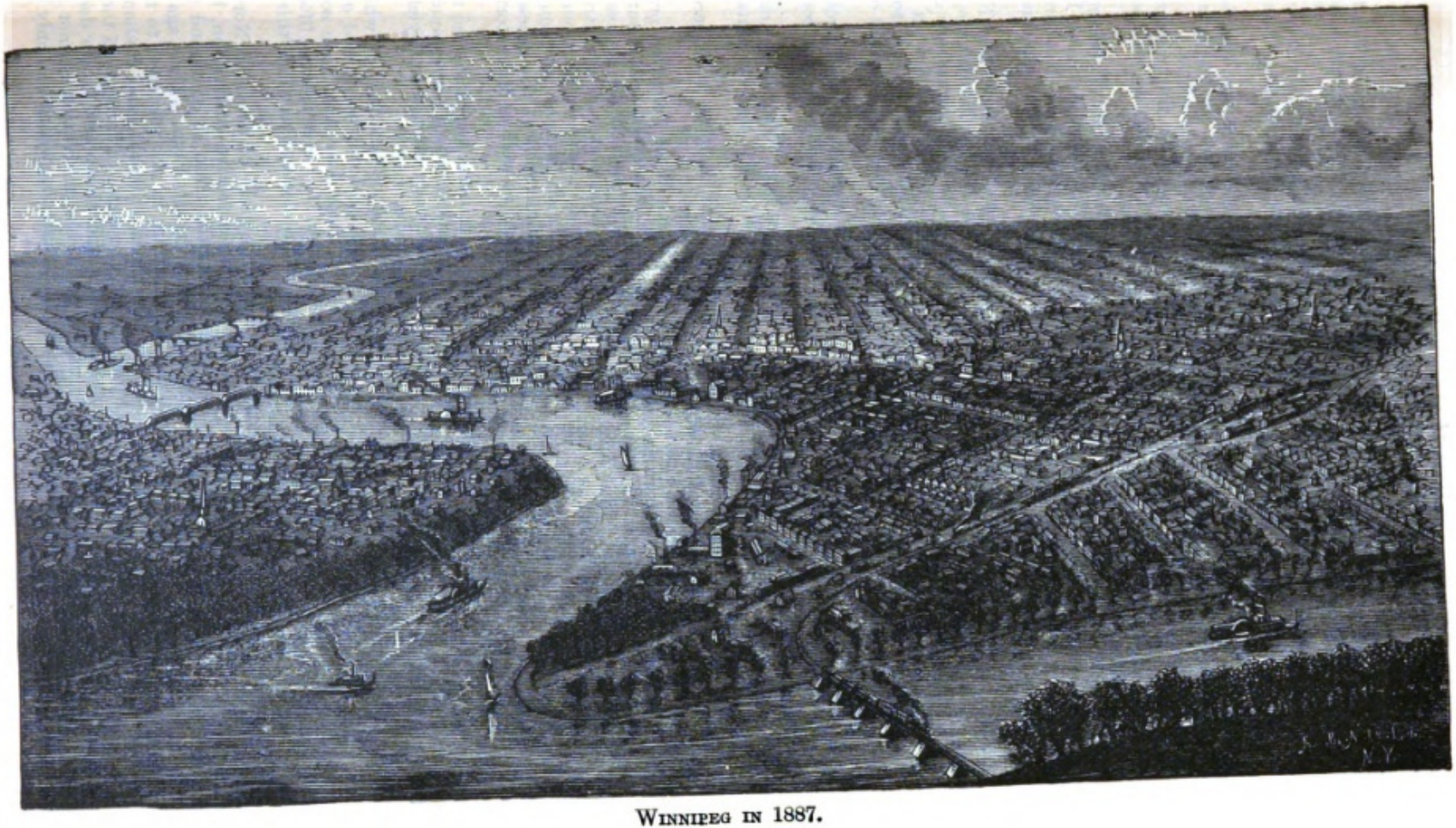

Winnipeg in 1887.

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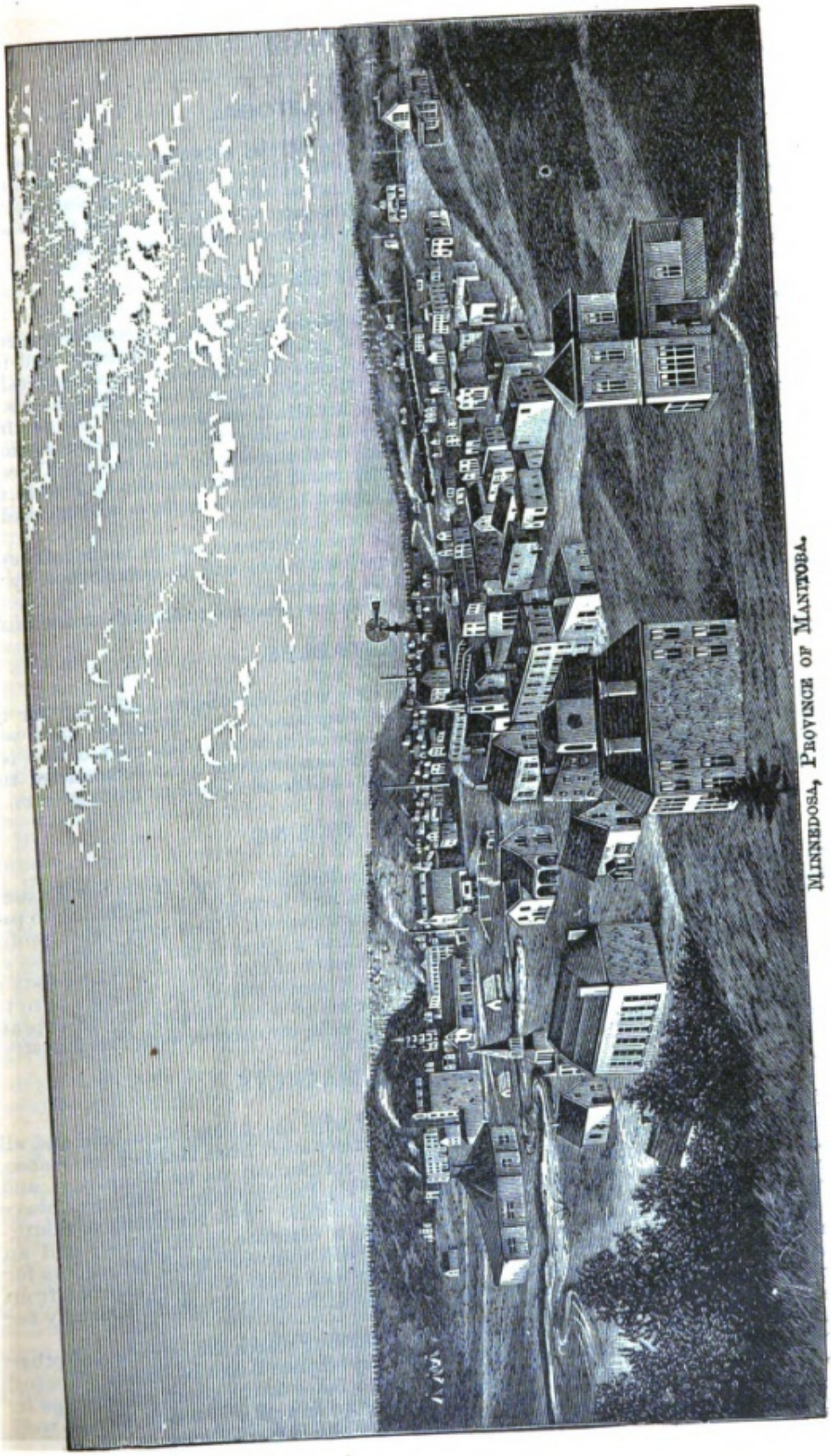

MINNEDOSA, PROVINCE OF MANITOBA.

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

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A Prairie Scene.

expended on the buildings in which they first lived. These consisted for the first year of brush, laid sloping on poles and covered with earth. This fact is stated to show from how small a beginning a settler may successfully start and attain plenty; but, seeing that the log or frame house of the country can be built at so moderate a cost, probably few settlers from the United Kingdom would be willing to do as the Mennonites did. Many a man will, however, make a hard struggle for independence, and find both his labour and his hardships sweetened by the consciousness of the daily steps he is taking towards that end. It may further be mentioned that, for some years to come, there will be railways and public works in progress, on which the poorer settlers may work for a part of the time at good wages, and so obtain means to tide over the first difficulties of a settler's life with more comfort.

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

HINTS FOR SETTLERS IN MANITOBA.

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

For instance, with respect to ploughing, or, as it is called, "breaking" the prairie, the method in Manitoba is quite different from that in the Old Country. The prairie is covered with a rank vegetable growth, and the question is how to subdue this, and so make the land available for farming purposes. Experience has proved that the best way

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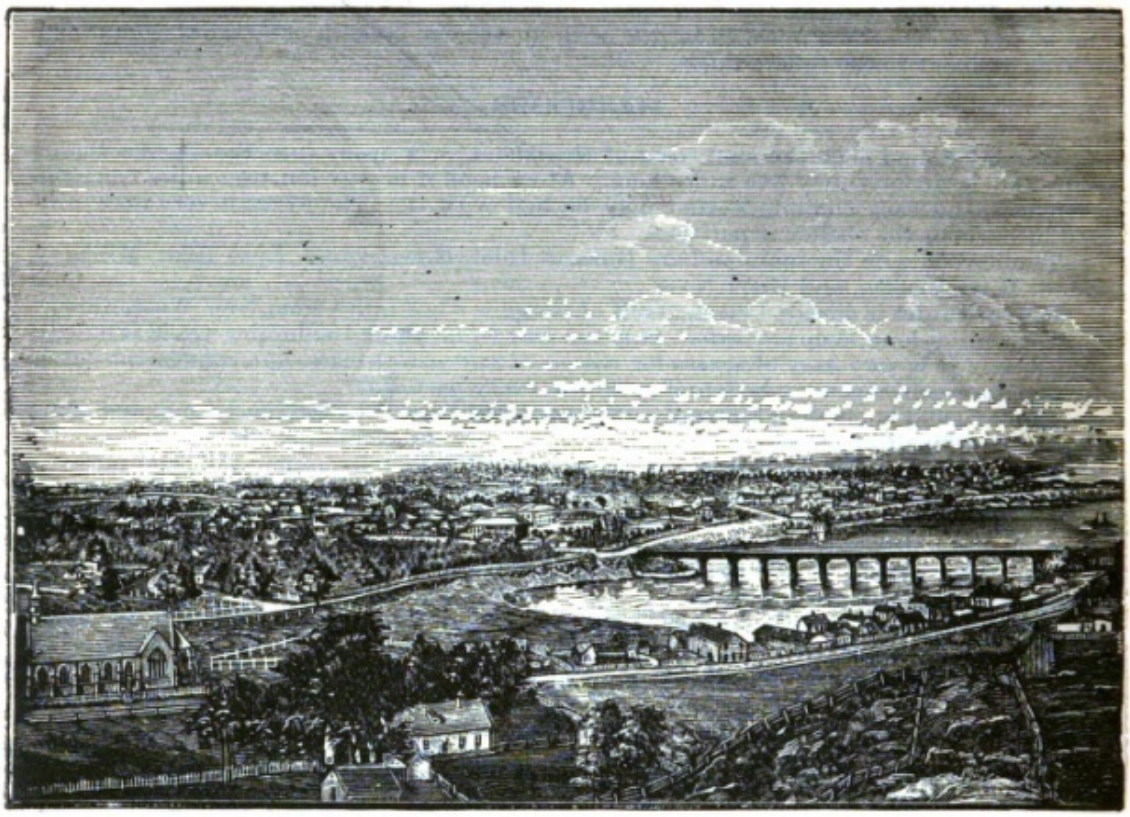

CITY OF VICTORIA,

already been taken from the gold mines which have been worked. This precious metal is found all along the Fraser and Thompson Rivers; again in the north along the Peace and Ominica Rivers and on the Germansen Creek; and on Vancouver Island.

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

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

Speaking of the quality of the coal of British Columbia, Dr. Dawson, a competent authority on the subject, made the following statement: "It is true bituminous coal of

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VANCOUVER ISLAND, B. C.

very excellent quality. It was tested by the War Department of the United States, some years ago, to find out which fuels gave the best results for steam-raising purposes on the western coast, and it was found that, to produce a given quantity of steam, it took 1,800 lbs. of Nanaimo coal to 2,400 lbs. of Seattle coal, 2,600 lbs. of Coos Bay coal, Oregon, and 2,600 lbs. of Monte Diablo coal, California, showing that, as far as the Pacific coast is concerned, the coal of Nanaimo has a marked superiority over all the others. In 1882 the coal raised from the Nanaimo mines was 282,139 tons, which is equal to about one-fifth the coal product of Nova Scotia, though that Province has been so much longer a coal producing region. Of this 151,800 tons were sold in San Francisco, the retail price being about $12.00 a ton." The total quantity of coal exported from British Columbia in 1886 was 258,671 tons, which, with the exception of 4,782 tons, all went to the United States.

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

"The position of the various stores of coal in the Pacific is of extreme importance as an index to the future distribution of power in that portion of the world; but it is not enough to know where coal is to be found, without looking also to the quantity, quality cheapness of labour and facility of transport. In China and in Borneo there are extensive coal fields, but they lie 'the wrong way' for trade; on the other hand, the California coal at Monte Diablo, San Diego and Monterey, lies well, but it is bad in quality. Tasmania has good coal, but in no great quantity, and the beds nearest to the coast are formed of inferior anthracite. The three countries of the Pacific which must for a time at least rise to manufacturing greatness are Japan, Vancouver Island and New South Wales; but which of those will become wealthiest and most powerful depends mainly on the amount of coal which they respectively possess, so situated as to be cheaply raised. The dearness of labour under which Vancouver suffers will be removed by the opening of the Pacific

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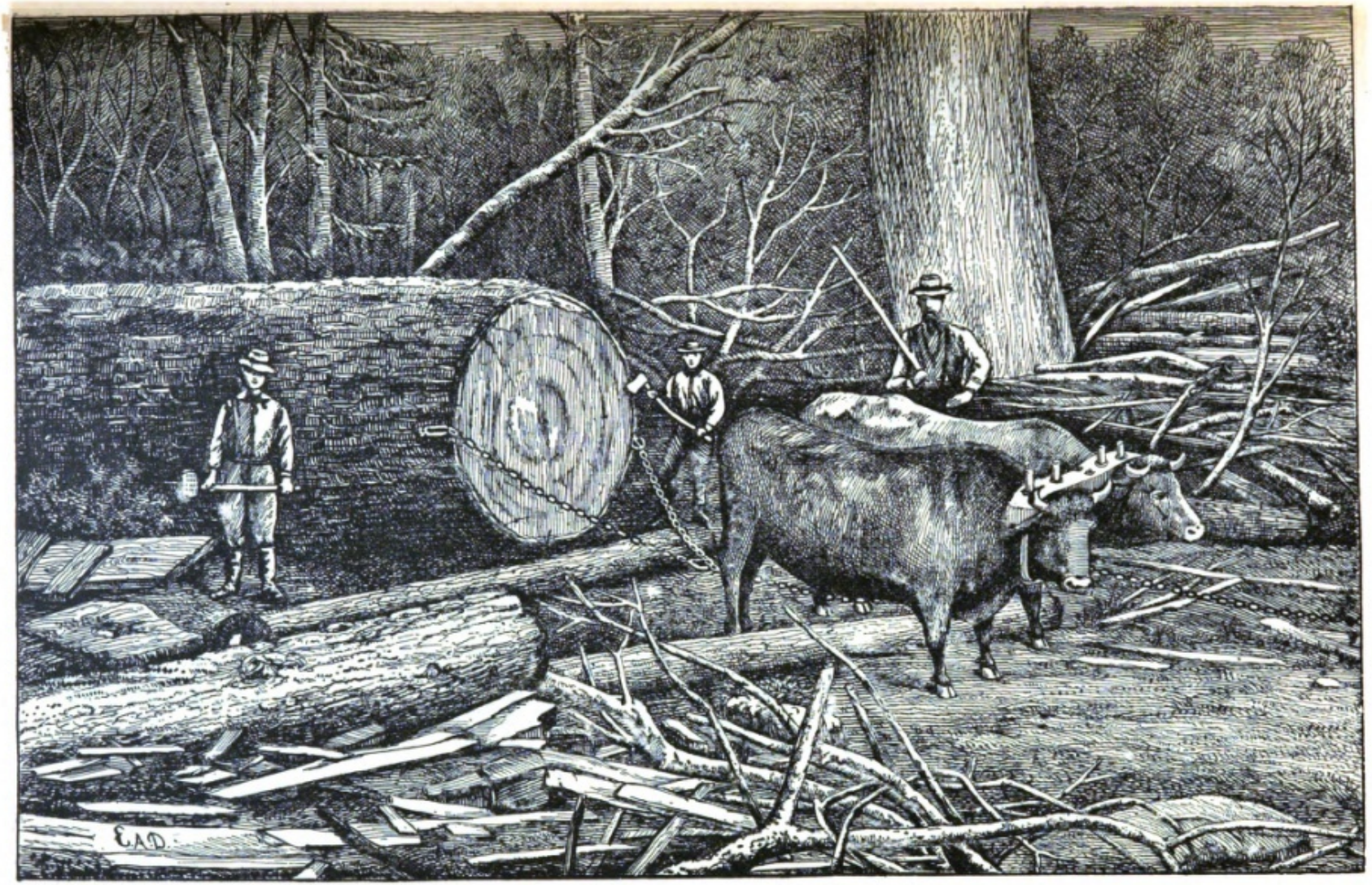

LOGGING SCENE IN BRITISH COLUMBIA.

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

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

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SULKY PLOUGHS ON THE "BELL FARM."

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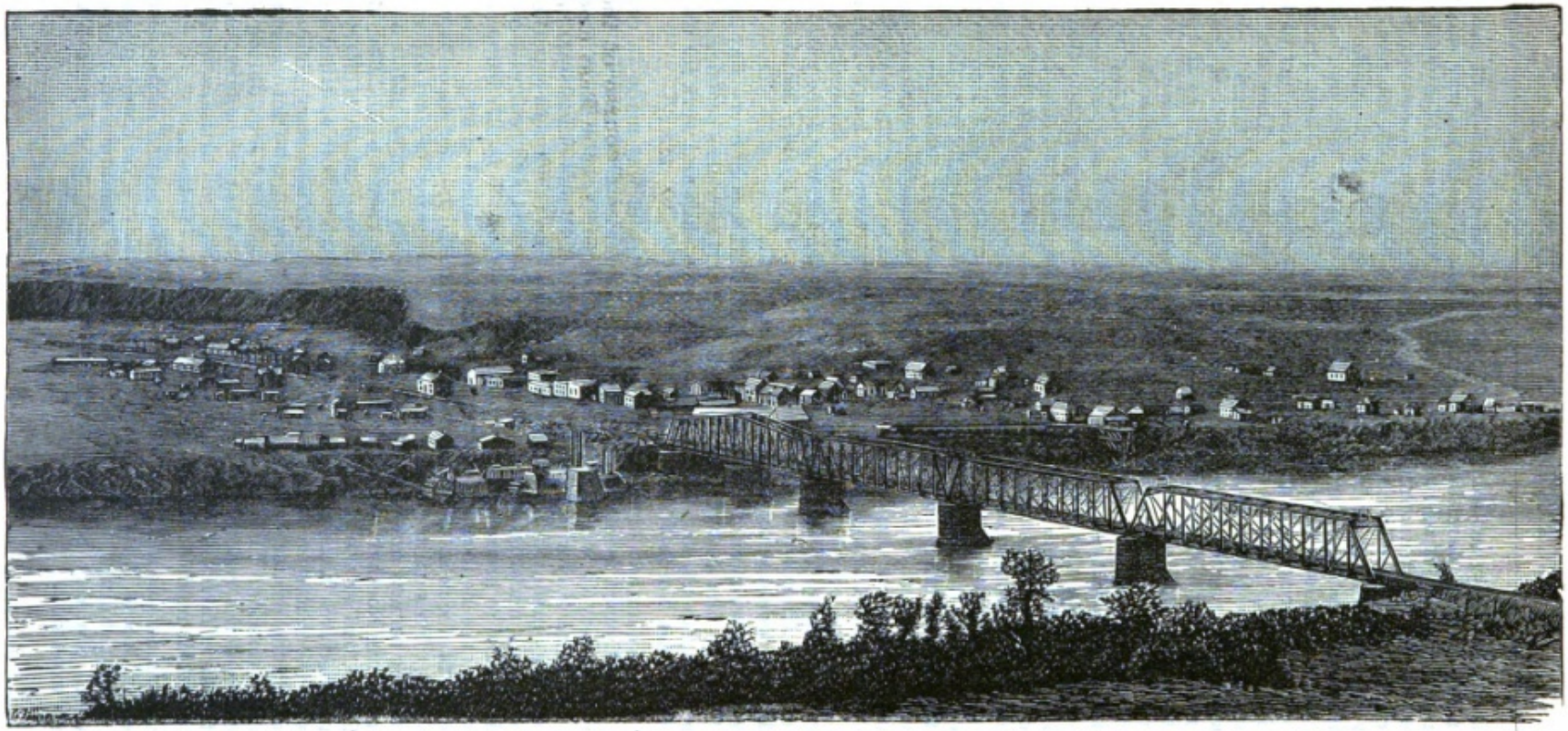

MEDICINE HAT, AN EIGHT MONTHS' OLD TOWN, CROSSING SOUTH SASKATCHEWAN RIVER, 660 MILES WEST OF WINNIPEG.

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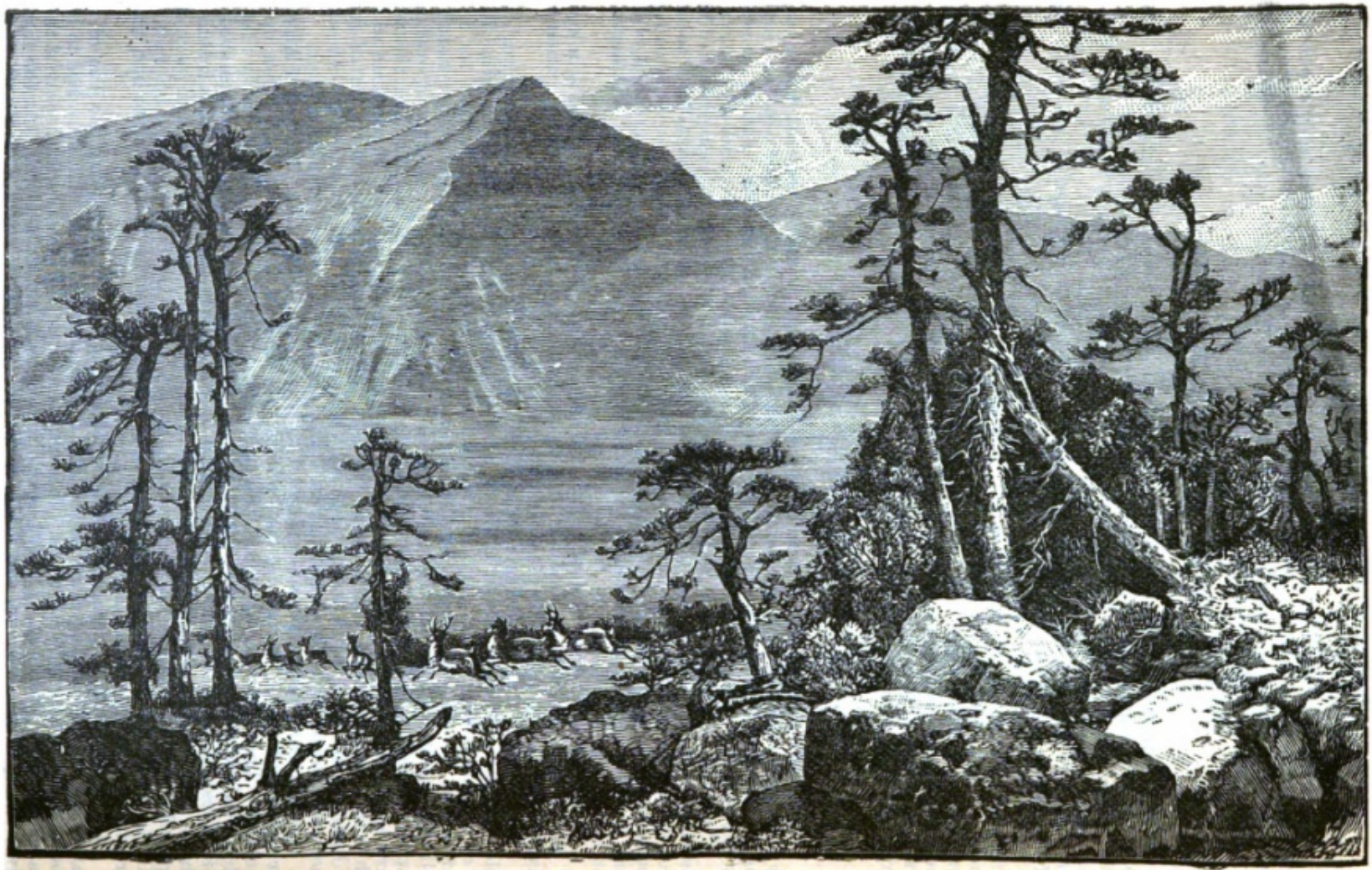

A Rocky Mountain View in the District of Alberta. From an original drawing by E. Talbot.

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reached in 1883, on November 28th. In summer there are liabilities to frosts. These do not, however, seem to injure vegetation.

Valuable mineral and hot springs are found on the line of the Pacific Railway, in the Rocky Mountains, which promise to be of very great value for a health resort for a considerable portion of the continent of America. So much is this the fact that the Railway Company are already erecting a large hotel at Banff.

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

DISTRICT OF ATHABASCA.

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

This district has also vast resources, and it is believed that it will become in the immediate future the seat of a large population. It may, however, at present be styled one of the waste places of the earth, in so far as European civilization is concerned, waiting to be filled. The present population consists of Indians and Hudson Bay posts.

A View in the North-West.

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CHAPTER IX.

TESTIMONY OF SETTLERS, TRAVELLERS, DELEGATES AND EMINENT MEN.

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

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

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

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

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

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

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APPROACHING THE ROCKY MOUNTAINS. BOW RIVER. ENGRAVED FROM A PHOTOGRAPH.

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PRODUCTS OF FIELD AND ORCHARD.

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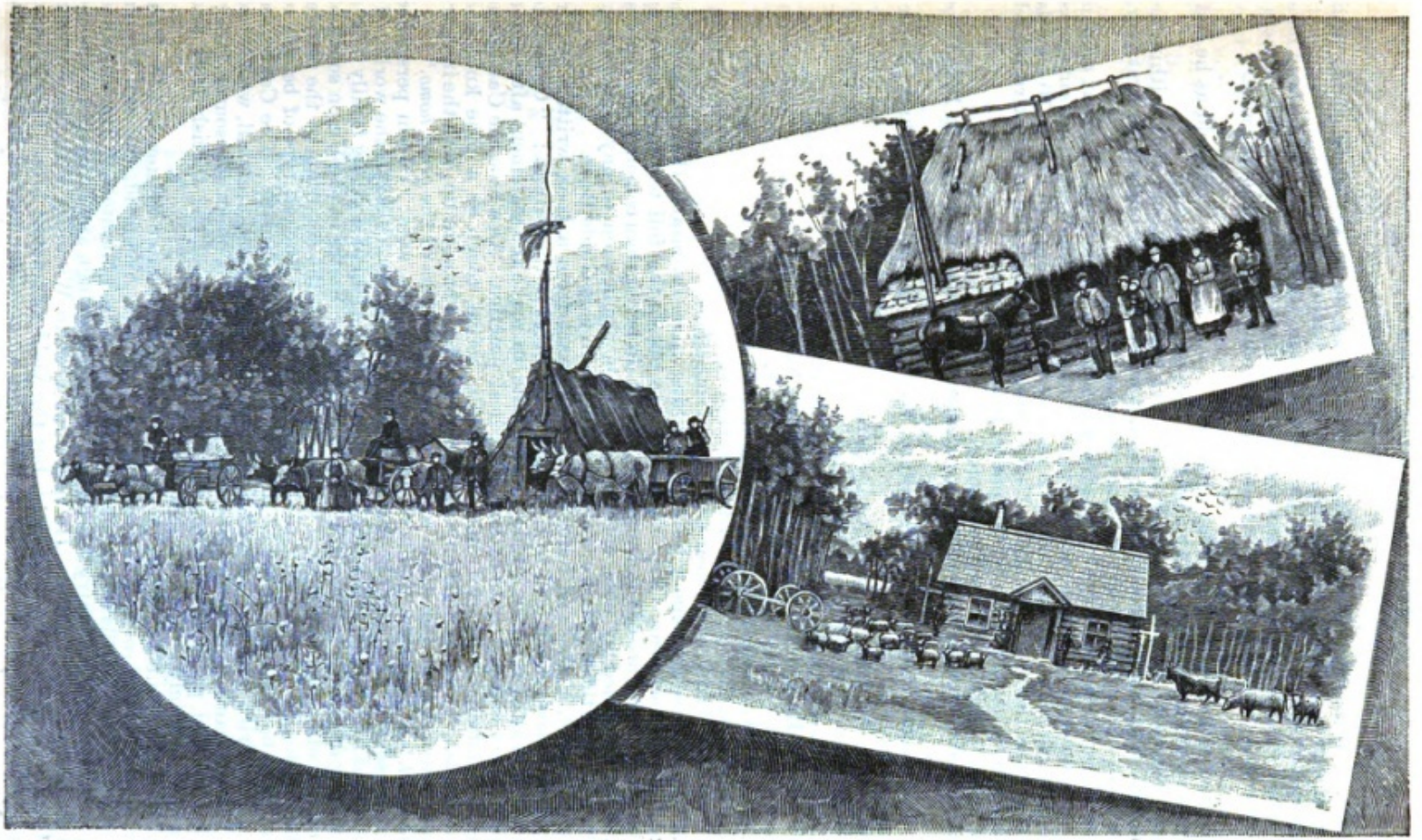

PIONEER DWELLING ON LINE OF MANITOBA & NORTH-WESTERN RAILWAY.—(*From Photograph.*)

1. Arrival on the land—first shelter. 2. First log house—afterwards used as stable.
3. Log house erected during the winter.

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bushels per acre.' More recently, Prof. Macoun, the botanist of the Canadian Pacific Railway Survey, has shown me two heads of wheat, one from Prince Albert, a settlement near the forks of the Saskatchewan, latitude 53° north, longitude 106° west; and another from Fort Vermillion, on Peace River, latitude 59° north, longitude 116° west; and from each cluster of the two I separated five well-formed grains, with a corresponding length of the head. Here was the perfection of the wheat plant, attained, according to the well-known physical law, near the most northern limit of its successful growth."

Hon. A. W. Ogilvie.—The Hon. Mr. Ogilvie, a member of the Senate of Canada, and connected with the largest milling firm in the Dominion, wrote a letter as follows, under date Nov. 15th, 1879: "We like Manitoba wheat because it contains more *gluten* than any other. This is the quality that is required to make a large, light loaf of bread; there is nothing in the seed they have; it is altogether in the soil, which is new, dark and deep; it has a greater depth of dark soil than any part of the United States, and is likely to grow 25 to 40 bushels of wheat per acre for thirty to fifty years without manure; and you will get 12 lbs. more, and much better bread, from 100 lbs. of Manitoba wheat flour than from Ontario wheat flour. It will also give 2 to 3 lbs. more flour per bushel than Ontario wheat. The wheat of Ontario is every year getting weaker, and containing more starch and less *gluten*, so that this year we find it impossible to make good flour out of it. The element required for growing good wheat has passed out of the land, and no manuring will restore it. You may be able to grow a good yield out of good-looking wheat, but it will not have *gluten* enough to make good bread. The same thing exists in the Middle and Eastern States. The sooner Ontario, like New York, gives up growing wheat and turns to dairy and cattle the better. . . . I have travelled over the wheat fields of Europe, Asia and Africa, and know very well all the wheat lands of the United States except California, but I have never seen wheat lands equal to Manitoba and the North-West Territory."

This letter establishes the superiority of the wheat grown in the North-West for milling purposes, and especially for the new patent process with rollers. But it does not necessarily imply that if the land in Ontario, or more southern parts of Canada adjoining the United States, does not grow wheat of this quality, that it is not adapted for other uses, which in the eyes of many may be preferable. For instance, all the other Provinces of the Dominion are especially favourably situated for stock raising; for which industry a very profitable market has recently been opened in connection with the cattle export trade to the United Kingdom. A change of products, from the cereals to stock raising, would in fact probably be advantageous in many parts of the older settled Provinces, and would in a short time very much increase their capacity for the growth of cereals, in such way as to render competition possible in quantities—per acre, at least—with the North-West.

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AVERAGE RATE OF WAGES IN THE SEVERAL PROVINCES IN THE YEAR 1886.

	PROVINCE OF ONTARIO.											
	Toronto.		Ottawa.		Kingston.		London.		Hamilton.		Port Arthur	
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Farm labourers—per day, without board	1 00	to 1 25	....	....	1 00	to 1 25	1 00	to 1 50	1 00	to 1 25	....	1 50
" per week, and board	3 00	" 3 50	....	....	3 00	" 4 00	3 00	" 4 00	3 00	" 3 75	5 00	to 6 00
" per month, and board	....	....	12 00	to 15 00	....	....	....	....	12 00	" 15 00	....	....
Female farm servants—per month, with board	5 00	" 8 00	6 00	" 8 00	5 00	" 8 00	6 00	" 8 00	7 00	" 10 00	10 00	" 12 00
Masons—per day, without board	2 00	" 3 00	....	2 50	2 50	" 3 00	....	2 50	2 50	" 2 75	2 50	" 3 00
Bricklayers " "	2 00	" 3 00	....	2 50	2 50	" 3 00	....	2 50	2 50	" 2 75	2 00	" 2 50
Carpenters " "	1 75	" 2 50	....	1 75	1 50	" 2 00	1 25	" 1 75	1 50	" 2 00	2 00	" 2 75
Lumbermen " "	....	....	....	1 75	....	....	....	....	1 25	" 1 75	1 50	" 2 50
" per month, with board	12 00	" 18 00	12 00	" 25 00	14 00	" 25 00	....	....	15 00	" 25 00	18 00	" 30 00
Shipwrights—per day, without board	....	1 50	....	....	1 50	" 1 75	....	....	1 75	" 2 25	2 25	" 2 75
Smiths " "	1 25	" 1 75	....	....	1 50	" 1 75	1 50	" 1 75	1 50	" 2 25	2 25	" 2 50
Wheelwrights " "	1 25	" 2 00	1 00	" 1 50	....	1 50	1 50	" 1 75	1 50	" 2 00	2 25	" 2 50
Gardeners—per month, with board	15 00	" 16 00	16 00	" 20 00	12 00	" 16 00	15 00	" 18 00	....	....	40 00	" 50 00
" per day, without board	....	1 50	....	1 25	1 00	" 1 25	1 00	" 1 50	1 25	" 1 75	1 75	" 2 00
Female cooks—per month	10 00	" 12 00	8 00	" 12 00	8 00	" 10 00	10 00	" 12 00	10 00	" 15 00	40 00	" 50 00
Laundresses—per month	8 00	" 9 00	....	8 00	8 00	" 9 00	9 00	" 12 00	8 00	" 9 00	20 00	" 25 00
Female domestics—per month	6 00	" 9 00	6 00	" 8 00	6 00	" 9 00	7 00	" 9 00	7 00	" 10 00	12 00	" 16 00
General labourers—per day, without board	....	1 25	....	1 25	1 00	" 1 25	1 00	" 1 37	1 00	" 1 25	1 50	" 1 75
Miners—per month	....	....	....	....	....	....	....	....	....	....	....	....
" per week	....	....	....	....	....	....	5 00	" 7 00	....	....	....	....
" per day	....	....	70	" 1 25	1 00	" 1 25	....	....	....	....	2 25	" 2 50
Mill hands "	1 25	" 2 00	1 00	" 1 50	1 00	" 1 50	....	....	50	" 1 50	1 50	" 2 50
Engine drivers—per day	Paid by Trip		Paid by Trip		2 75	" 3 25	....	2 00	2 75	" 3 25	2 50	" 4 50
" per month					....	....	....	....	....	....	....	....
Saddlers—per day	1 25	to 1 75	1 00	to 1 25	1 25	" 1 50	1 00	" 2 00	1 25	" 1 75	2 25	" 2 50
Bootmakers "	1 25	" 2 00	by piece	"	1 25	" 1 75	1 50	" 2 00	1 25	" 2 00	2 00	" 2 75
Tailors "	1 50	" 2 00			1 50	" 2 00	1 50	" 1 75	1 25	" 2 50	2 50	" 3 50
Painters	....	....	....	....	....	....	....	....	....	....	....	....
Boiler makers	....	....	....	....	....	....	....	....	....	....	....	....

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AVERAGE RATE OF WAGES IN THE SEVERAL PROVINCES IN THE YEAR 1886.—Continued.

	PROVINCE OF QUEBEC.		NEW BRUNSW'K.		NOVA SCOTIA.		BRITISH COLUMBIA		PROVINCE OF MANITOBA				N. W. TERRITORIES.	
	MONTREAL.		ST. JOHN.		HALIFAX.		VICTORIA.		WINNIPEG.		BRANDON.		QU'APPELLE.	
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Farm labourers—per day, without board	1 00	to 1 25	1 20	to 1 50	1 00	to 1 50	1 50	to 2 00	....	1 25	1 00	to 2 00	....	1 50
Farm labourers—per week, and board	....	....	3 00	" 4 00	4 00	" 5 00	6 00	" 7 50	2 00	to 5 00	....	4 00	5 00	to 6 00
" per m'th, and board	15 00	" 25 00	....	....	....	....	....	....	....	....	....	....	25 00	" 35 00
" per m., without b'd	....	....	....	....	....	....	....	....	....	....	....	....	40 00	" 50 00
Female farm servants—per month, with board	6 00	" 10 00	5 00	" 7 00	....	5 00	12 00	" 20 00	4 00	" 12 00	8 00	" 12 00	10 00	" 15 00
Masons—per day, without board	1 50	" 2 00	2 25	" 2 50	....	2 50	3 50	" 4 50	2 00	" 5 00	....	3 00	....	3 50
Bricklayers " "	1 50	" 2 50	2 50	" 2 75	....	2 50	....	....	2 00	" 5 00	....	3 00	3 00	" 4 00
Carpenters " "	1 50	" 2 00	1 50	" 1 80	1 66	" 2 00*	2 50	" 3 50	....	1 50	2 00	" 3 00	....	2 50
Lumbermen " "	....	....	....	....	....	....	2 00	" 3 00	....	....	2 00	" 3 00	2 00	" 3 00
" per month, with board	22 00	" 28 00	15 00	" 18 00	15 00	" 20 00	....	....	1 00	" 1 50	....	....	....	....
Shipwrights—per day, without board	1 50	" 2 00	1 50	" 2 00	1 50	" 2 25	3 50	" 4 50	....	....	....	....	....	....
Smiths " "	1 50	" 2 00	....	1 50	1 50	" 2 00	3 00	" 3 75	....	1 50	2 00	" 3 00	....	2 50
Wheelwrights " "	1 25	" 1 50	2 00	" 3 00	1 25	" 2 00	3 50	" 4 00	2 00	" 2 75	2 00	" 3 00	....	2 50
Gardeners—per month, with board	20 00	" 25 00	12 00	" 16 00	14 00	" 18 00	....	....	12 00	" 16 00	15 00	" 20 00	....	....
" " without board	....	....	20 00	" 25 00	25 00	" 30 00	....	....	....	....	25 00	" 35 00	....	....
" per day, with board	....	....	....	....	1 10	" 1 25	....	....	....	....	1 00	" 2 00	....	....
" " without board	1 00	" 1 25	....	....	....	1 65	2 00	" 2 50	....	....	1 50	" 2 50	....	....
Female cooks—per month	8 00	" 10 00	10 00	" 12 00	6 00	" 12 00	....	....	10 00	" 18 00	15 00	" 25 00	20 00	" 40 00
Laundresses—per month	....	....	....	....	7 00	" 8 00	(Chinese)		....	....	....	....	....	....
" " with board	....	....	....	....	....	....	....	....	0 75	" 1 50	12 00	" 18 00	....	....
" per day	75	" 1 00	....	....	....	....	....	....	....	....	....	....	....	....
" " with board	....	....	0 60	" 0 75	....	....	....	....	....	....	....	....	....	....
Female domestics—per month	5 00	" 10 00	6 00	" 9 00	4 00	" 7 00	12 00	" 20 00	5 00	" 12 00	8 00	" 12 00	12 00	" 20 00
General labourers — per day, without board	1 00	" 1 25	1 30	" 1 50	1 00	" 1 50	1 00	" 1 50	1 00	" 1 50	1 25	" 1 50	....	1 50
Miners—per month	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" per week	....	....	....	....	....	....	....	....	....	....	....	....	....	....
" per day	1 50	" 2 00	1 50	" 2 50	1 00	" 2 00	2 50	" 3 00	1 25	" 3 00	....	....	....	....
Mill hands	1 00	" 1 50	1 25	" 2 00	0 60	" 1 00	2 00	" 2 50	1 00	" 1 75	1 50	" 2 50	....	2 25
Engine drivers—per day	1 75	" 2 50	....	....	....	....	3 50	" 4 00	3 00	" 5 00	2 00	" 4 00	....	3 00
" per month	....	....	36 00	" 55 00	50 00	" 60 00	....	....	....	....	....	....	....	....
Saddlers—per day	1 25	" 2 00	1 00	" 1 50	....	1 25	2 00	" 2 50	1 25	" 2 25	....	2 00	....	2 50
Bootmakers "	1 25	" 2 00	....	1 50	....	8 00‡	2 00	" 3 00	1 50	" 2 00	....	2 00	....	2 00
Tailors "	1 00	" 2 00	1 50	" 2 00	10 00	" 12 00‡	2 50	" 3 00†	....	2 00	....	2 00	....	2 00
Painters—per week	....	....	9 00	" 10 80	9 00	" 12 00	....	....	....	....	....	....	....	....
Boiler makers—per week	....	....	....	....	10 00	" 12 00	....	....	....	....	....	....	....	....

* With board. † Per day. ‡ Per week.

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LIST OF RETAIL PRICES OF THE ORDINARY ARTICLES OF FOOD AND RAIMENT REQUIRED BY THE WORKING CLASSES—Continued.

PRICES IN THE YEAR 1886.

ARTICLES.	PROVINCE OF QUEBEC.		NEW BRUNSWICK.	NOVA SCOTIA.	MANITOBA.	
	MONTREAL.	COATICOOK.	ST. JOHN.	HALIFAX.	BRANDON.	WINNIPEG.
PROVISIONS—	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.	$ c. $ c.
Bacon, per lb	0 10 to 0 12	0 12 to 0 13	0 12 to 0 16	.... 0 11	.... 0 10	0 11 to 0 15
Bread, best white, 4 lbs	.... 0 15	0 10 " 0 12	0 06 " 0 07	0 06 to 0 07	.... 0 05	0 06 " 0 08
" brown, 6 lbs	.... 0 16	0 12 " 0 15	0 06 " 0 07	.... 0 07	.... 0 10	0 06 " 0 08
Butter, salt, per lb	0 13 to 0 20	.... 0 18	0 18 " 0 20	0 18 to 0 20	.... 0 20	0 12½ " 0 25
" fresh, "	0 15 " 0 25	.... 0 06	0 18 " 0 23	0 22 " 0 24	.... 0 20	0 20 " 0 30
Beef, per lb	0 08 " 0 12	.... 0 10	0 08 " 0 12	.... 0 12½	0 08 to 0 10	0 06 " 0 15
Mutton, per lb	.... 0 10	.... 0 10	0 08 " 0 12	.... 0 08	.... 0 12½	0 12 " 0 18
Veal, "	0 09 to 0 12	.... 0 10	0 06 " 0 10	.... 0 08½	.... 0 15	0 12 " 0 18
Pork, "	.... 0 10	0 09 to 0 10	0 08 " 0 12	.... 0 10	.... 0 08	0 08 " 0 12
Beer, per quart	.... 0 10	0 07 " 0 10	0 12 " 0 15	.... 0 14	....	.... 0 15
Candles, per lb	0 08 to 0 09	.... 0 15	0 14 average.	.... 0 11	.... 0 25	0 15 to 0 30
Cheese, "	0 10 " 0 15	.... 0 12	0 14 to 0 16	0 13 to 0 16	.... 0 15	0 11 " 0 15
Coffee, "	0 25 " 0 35	0 25 to 0 30	0 25 " 0 36	0 20 " 0 25	0 25 to 0 50	0 25 " 0 50
Cornmeal, per 100 lbs	2 50 " 3 00	.... 1 70	1 50 " 2 00	.... 1 50	.... 3 00	3 00 " 4 50
Eggs, per doz	0 20 " 0 25	.... 0 20	0 12 " 0 30	.... 0 15	.... 0 20	0 12½ " 0 35
Flour, per barrel, first quality	.... 4 25	5 00 to 6 00	4 55 " 4 65	.... 5 00	.... 4 50	3 00 " 5 00
" " second quality	.... 4 00	4 00 " 5 00	3 75 " 4 00	.... 4 50	.... 3 50	.... 3 00
" Buckwheat, per 100 lbs	3 50 to 4 00	.... 2 00	2 75 " 3 75	.... 3 00	....	.... 6 50
Fish, dry or green cod, per cwt	4 00 " 4 50	.... 8 00	2 40 " 3 00	.... 3 25	.... 9 00	.... 7 00
Firewood, per cord	4 50 " 5 50	1 80 to 2 00	4 80 " 5 50	3 50 to 4 00	.... 4 00	4 00 to 5 50
Ham, per lb	.... 0 12	0 12 " 0 14	0 11 " 0 13	0 12 " 0 14	.... 0 12	0 15 " 0 18
" shoulders, per lb	0 08 to 0 10	.... 0 11	0 09 " 0 11	.... 0 11	.... 0 11	0 06 " 0 12
Herrings, per barrel	.... 6 00	3 50 to 4 00	2 50 " 5 75	.... 5 50	....	.... 10 00
Mustard, per lb	.... 0 20	.... 0 34	0 20 " 0 40	0 20 to 0 40	.... 0 40	.... 0 50
Milk, per quart	0 04 to 0 06	.... 0 05	0 05 " 0 06	0 06 " 0 07	.... 0 05	0 05 to 0 08
Oatmeal, per 100 lbs	3 50 " 4 00	2 00 to 2 25	2 10 " 2 20	.... 2 75	.... 3 00	3 00 " 4 00
Pepper, per lb	0 30 " 0 40	.... 0 25	0 20 " 0 25	0 25 to 0 30	.... 0 35	.... 0 40
Potatoes, per bushel	.... 0 50	.... 0 30	0 40 " 0 50	0 25 " 0 50	.... 0 40	0 25 to 1 00
Rice, per lb	.... 0 05	.... 0 05	0 03½ " 0 03½	.... 0 04	.... 0 07	0 08 " 0 12½
Soap, yellow, per lb	.... 0 07	.... 0 08	0 05 " 0 07	.... 0 05	0 05 to 0 07	.... 0 05
Sugar, brown "	0 05 to 0 06	.... 0 06	0 05 " 0 06	0 05 to 0 06	0 06½ " 0 07	0 06 to 0 08
Salt, per bushel	.... 0 25	.... 0 40	0 20 " 0 25	.... 0 40	.... 0 85	.... 0 60
Tea, black, per lb	0 40 to 0 50	.... 0 50	0 25 " 0 28	0 18 to 0 40	0 25 to 0 75	0 30 to 1 50
" green, "	0 40 " 0 50	.... 0 50	0 35 " 0 45	.... 0 50	0 25 " 0 50	0 30 " 1 50
Tobacco, "	.... 0 50	0 35 to 0 60	0 37 " 0 42	0 40 to 0 75	0 50 " 0 75	0 75 " 1 00
Coal Oil, per gallon	....	0 25 " 0 30	....	....	....	....
Molasses, "	....	0 40 " 0 50	0 40 to 0 50	....	....	....

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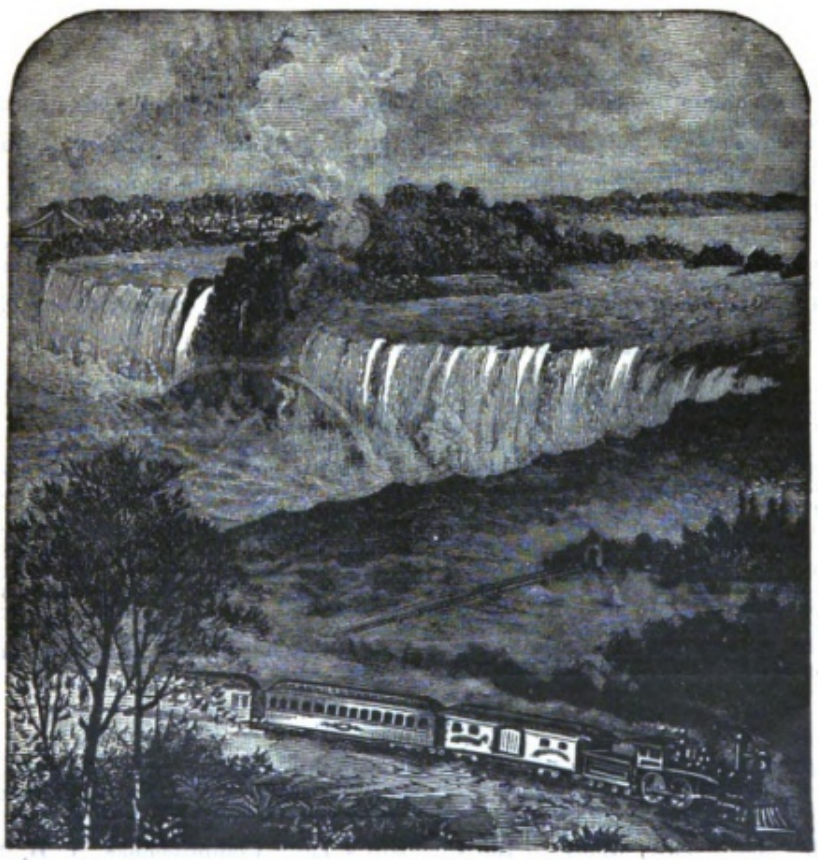
LIST OF DOMINION LAND AND CROWN TIMBER AGENTS IN MANITOBA AND NORTH-WEST TERRITORIES.

Name of Agent.	Name of District.	Agency.	Post Office Address of Agent.
A. H. Whitcher	Winnipeg	Dominion Lands	Winnipeg, Manitoba.
W. H. Hiam	Dufferin	" "	Manitou, "
W. M. Hilliard	Little Saskatchewan	" "	Minnedosa, "
W. G. Pentland	Birtle	" "	Birtle, "
E. Clementi Smith	Souris	" "	Brandon, "
John Flesher	Turtle Mountain	" "	Deloraine, "
W. H. Stevenson	Qu'Appelle	" "	Regina, Assiniboia, N.-W. T.
John McTaggart	Prince Albert	" "	Pr. Albert, Saskatchewan, "
J. J. McHugh	Coteau	" "	Carlyle, Assiniboia, "
Edward A. Nash	Battleford	" "	Battleford, Saskatchewan, "
Amos Rowe	Calgary	" "	Calgary, Alberta, "
P. V. Gauvreau	Edmonton	" "	Edmonton, Alberta, "
E. G. Kirby	Lethbridge	" "	Lethbridge, Alberta, "
E. F. Stephenson	Winnipeg	Crown Timber	Winnipeg, Manitoba.
Thos. Anderson	Edmonton	" "	Edmonton, Alberta, N.-W. T.
C. L. Gouin	Calgary	" "	Calgary, " "
D. J. Waggoner	Prince Albert	" "	Pr. Albert, Saskatchewan, "



NIAGARA FALLS, FROM THE CANADA SOUTHERN RAILWAY.

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

A SKETCH BY
H.R.H. PRINCESS LOUISE

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