

WINNIPEG'S GREAT GROWTH.

COMMERCIAL DEVELOPMENT OF MANITOBA'S CHIEF CITY.

In the last decade it has grown from a hamlet to a community of 370,000 people. Its assessed realty value is \$15,000,000. While the annual volume of business exceeds \$40,000,000—diversified mercantile interests—Canadian and their enterprise.

Notwithstanding his proverbial shrewdness, says the Chicago Times, the average American is at fault when dealing with the resources and territorial extent of central Canada. The great majority of writers and speakers in the United States are prone to consider the arable portion of the territory a mere strip running along the international boundary line. Why this is it is hard to say, but partially probably because of the recent entrance, so to speak, of these districts into the society of civilized communities. As is well known, the Canadian Pacific road was not completed till 1885, hence the greater part of this wide region was not thoroughly accessible to explorers and settlers until that time. In view, then of this prevailing ignorance it may be interesting to cite a few facts regarding the area and natural resources of this northwestern portion of the continent.

A line running 1,600 miles from north to south, and another of equal length from east to west, does not reach the borders of this rolling, park-like plain, whose uniform adaptability to agriculture and stock-raising is now verified by experience. But we will not in this article go beyond the points reached by that great western pioneer—the railway train, and accordingly fully accessible to settlers. The district thus equipped embraces an area of nearly 500,000 square miles. What this area means is made plain by the statement that out of it might be carved no less than eight states, each the size of Illinois, and then a good slice to spare.

The continent can not produce a soil superior in fertility to the rich black loam soil of Manitoba (area, 123,200 square miles), and, with local exceptions, such as morass or a belt of hills, the same applies to the whole territory above designated. The yield of wheat per acre has run from twenty to forty and forty-five bushels, of the world-famous "Manitoba hard" wheat, while the harvest of the present year may be described as the crowning effort of a record-breaking soil, fifty to sixty bushels to the acre being recorded in many cases. This wonderful fertility, coupled with the vast extent of territory equally adapted to wheat-raising, warrants authorities on wheat culture in prophesying that inside of fifty years central Canada will be the world's breadmaker.

It will readily be understood that a soil so fertile naturally produces grasses in great variety and unsurpassed in quantity and quality, insuring an ever plentiful supply of fodder for domestic cattle. This never-failing supply of nutritious grass, the plentiful supply of pure, running water, the sheltering bluffs of timber, as well as immunity from cyclones in summer and snowstorms in winter, combine the properties which make Alberta one of the finest ranching districts, on the continent. Stock-raising is carried on with equal success in the other provinces, and Manitoba beef and dairy products have already an enviable reputation on the European market.

The above shows what central Canada can produce in the way of cereals and live stock but these are by no means the only resources of the district. Forests cover northern Manitoba, and one of the great timber regions of the continent flanks it on the east, while belts of pine, spruce, oak, elm, and poplar forests crown every hill and encircle every valley, lake and stream throughout the plains. Extensive deposits of iron are found on an Island in Lake Winnipeg, building-stone in various districts, marble on Lake Manitoba, salt, mica, gypsum, and other valuable minerals in the lake district, while the petroleum and coal fields in the western districts are practically inexhaustible. All the above are resources belonging to the prairie region and show that agricultural and stock raising are not the only industries that can be carried on. Besides this, however, that marvelously rich mineral district surrounding Lake Superior on the north extends to within a hundred miles of the Red river, and yields in any quantity, limited only by the producing power, gold and silver, iron, nickel and copper etc.

The climate of central Canada is by people in the east and south generally considered something awful in its severity. The fact is that the climate of Minnesota and Manitoba is practically identical, while the provinces farther west, especially in Alberta, it is much milder owing to the greatly reduced altitude of the Rocky mountains, and consequent easy ingress of the warm Pacific winds. Proofs as to this were furnished the New York Sun a short time ago by the Hon. J. W. Taylor, United States consul at Winnipeg. He says: "The prairies' firstling of the spring has the popular designation of 'Crocus' but I prefer the children's name, the 'Gosling' flower." It is often gathered on the Mississippi bluffs, near the Falls of St. Anthony, the 15th of April. It appears simultaneously on the dry elevations near Winnipeg. It was observed even earlier, the 13th, during the Saskatchewan campaign of 1885. Equally significant are the records of ice obstruction in rivers, their emancipation being simultaneous from Fort Snelling, Minnesota, to Fort Vermilion, Athabasca.

For the benefit of those given to consider Canadians "slow" it may be stated that central Canada's white population to-day is fully 200,000, where as ten years ago it was but 40,000. In 1881 central Canada had 150 miles of railroads, to-day she has nearly 4,000 miles. In 1881 the total grain crop was less than 1,000,000 bushels, while this season's total grain crop will be about 60,000,000 bushels. This record of grain-raising by so small a pioneer population stands without a parallel.

The commercial headquarters, the industrial, intellectual, and educational centre of this vast territory is the city of Winnipeg, whose growth in a few years from an obscure Hudson's Bay company's trading post to a compact, solid city of 30,000 inhabitants is one of the marvels of rapid city building. Winnipeg is situated on a level plain, where the rapid-running Assiniboine joins its waters with those of the Red river, sixty-six miles north of the international

boundary line and forty miles south of Lake Winnipeg, the second largest inland sea of the continent, and forming, in conjunction with the Red river and the great Saskatchewan river, an unbroken chain of navigable waters extending northwestward over 1,000 miles.

The Hudson's Bay company's officials who selected this spot for a trading-post chose wisely and very probably built better than they knew, as a more commanding position can not be found. The waterways meeting here are of no small consequence, guaranteeing as they do for all time, once they are properly utilized, a competing route for a great share of the interprovincial commerce. With a small expenditure in one place only the Red river can be made navigable for the largest lake steamers to the center of the city. By cutting a canal through a narrow neck of level prairie land—and a company has already been organized for this purpose—the Assiniboine is connected with Lakes Manitoba and Winnipegosis, forming a second chain of navigable waters extending hundreds of miles northwest from Winnipeg. At the junction of the above-mentioned rivers is also the converging point of the fertile plains extending west and northwest for more than 1,000 miles, and the vast fields of petroleum and coal, and of the limitless area of timber and minerals, extending eastward of hundreds of miles through the rock highlands bordering on Lake Superior. This position guarantees to Winnipeg for all time to come the control of not only the interprovincial trade, but also the already stupendous transcontinental and transoceanic trade. The highways of commerce traversing these different regions must forever pour their treasures through the gates of the city.

Having in view the immensity of the territory over which this young city reigns supreme and its wonderful array of natural resources, one cannot help observing the hand of destiny pointing out Winnipeg as one of the great commercial centers of the world when this great realm of nature is developed, as it will be ere long. However, for fear of being considered visionary, we will refrain from lifting even a corner of the curtain hiding the scene of a future time and instead deal with Winnipeg as it is.

As a railway center Winnipeg is entitled to a front rank in the galaxy of railway centers on the continent, she having no less than twelve lines of railway centered within her borders. Of the five Pacific roads three have lines to Winnipeg—the Canadian Pacific, whose headquarters for the western division are here; the Northern Pacific, and Great Northern. A year or two from now the Duluth & Winnipeg will have terminals here, and so will the Manitoba & Northwestern railway, which rumor says will be before long become a transcontinental road. The Great Northwest Central railway, whose present eastern terminus is Brandon, will also, in all probability, seek entrance to Winnipeg ere long.

Water-power for manufacturing is another project of no small importance to the city. The normal power in the Assiniboine river is equal to some 4,000-horse power, and by constructing a short canal connecting the river with Lake Manitoba at the lowest estimate 6,000 additional horse-power will be obtained. Surveys and estimates have been made showing this power to be obtainable at a cost purely nominal as compared with the great results. The city is now taking steps to have this power developed, and within two or three years at most Winnipeg will be able to boast a water-power surpassed by but few cities on the continent.

Ten years ago the city was a hamlet, to-day it has 30,000 inhabitants. Ten years ago the first line of railway connecting it with the outside world was completed, to-day a dozen railway lines radiate from it in every direction. The area of the city is 20.15 square miles, its assessed value is \$25,000,000, and the number of buildings is over 6,000—magnificent public buildings, solid structures of stone and brick dedicated to commerce, and many costly residences. Some sixty factories have been established. The number of wholesale firms is forty and retail firms is fully 500, and the annual volume of business exceeds \$40,000,000. The banking capital represented by ten chartered banks is over \$30,000,000, with accumulated surplus of some \$12,000,000. All the principal loan, insurance, and mercantile corporations have branch offices here, and the loan companies have already invested some \$13,000,000 in city and farm properties. Street railways are in operation, both electric and horse systems, and an excellent system of waterworks. The city has 100 miles of graded streets, ten miles of paved streets, 120 miles of sidewalk, over thirty miles of sewers, 150 hydrants, forty water-tanks, forty public wells, electric and gas street and house lighting, complete telephone and messenger service, three fire stations with first-class equipment, and a police force second to none.

In educational matters Winnipeg stands at the head of every western city of like population, no effort being spared to provide a universal education at the lowest possible cost. The Dominion government has provided handsomely for education by giving one out of every eighteen square miles of arable land to the public schools, and, besides, has endowed the University of Manitoba with 150,000 acres of the choicest land to be found in the province. The city has one university, five colleges, one high school, one collegiate institute, one model school, two medical schools, twenty-one public schools, two ladies' schools, and one convent. The public schools are nearly all substantial brick buildings and their total valuation is \$300,000, while the amount required for their maintenance is close on \$90,000 a year.

Hotel accommodation is always a question of importance with the travelling public and in this matter Winnipeg is second to no city on the continent, taking size into consideration. There are in the city above forty hotels, besides a number of restaurants. The leading ones at present are the Clarendon, the Queen's, and the Leland, but by the laws of 1892 these will have to look to their laurels, as by that time the magnificent structure the Hotel Manitoba, built by the Northern Pacific Railway company in connection with their depot, will be fully opened to the public. This palatial structure, seven stories high, has been erected at a cost of over \$500,000, and will compare favorably with any hotel in Chicago, New York, or Boston. The above proves Winnipeg's ability to cater to the tastes of all classes of travellers.

Cardinal Dominico Agostini, Patriarch of Venice, died at Venice on Thursday. He was born in 1825.

Forward!

"The Lord spake unto Moses:—Speak unto the children of Israel that they go forward." Exodus XIV. 16.

O'er the Centuries still it soundeth
From Baal-Zephon by the sea!
Soundeth: Soundeth: Soundeth!
Still the care of God abouteth.
When the wilderness surroundeth—
As in days that are to thee
Types of all the days and doings
In human's purposings—
From within the shadows, hiding
God, Omnipotent, abiding,
Every truth tuned ear may hear him
Calling, every leader near him
Know the message and the meaning
Of the crimsoned cloudway, leaning
From the sheltering skies above him
Read the mandate which shall move him
To forget the things behind him,
All the carnal bonds that bind him,
All the lustful blights that blind him:
Egypt—earthly, selfish, sordid—
"Is upon her rocks recorded—
Doom and death and throned hating
Rule,—and Yassage awaiting
With her chains,—and Want and Sorrow
Making desolate each morrow.
Lo! This glad, imperial message
With its luminous enassages
Hath such wondrous help and hoping
Still for all, who blindly groping
Through life's dim uncertain mazes—
With their ever-changing phases—
Find, within its tone and word,
Inspiration from the Lord,—
Find the faith of yesternight
Which had vanished with the light—
Find the grace in which they stood
Near the "Passion" spring-head-blood,—
Find the strong, obedient will,
Bidding Passion's pulse:—"Be still,"—
Find the steadfast confidence
That could say: "I follow hence,"—
All through the wood-stent billows rave
That could walk into this wave
Nothing fearing, not a doubt
But that God would lead them out—
Brings them safely o'er the flood
To the "Promised Land" of God.

Let this call a watchword be
Unto me and unto thee
From Baal-Zephon by the sea.
BY LEWELLYN A. MORRISON.
"The Elms," Toronto.

A Race For Life.

A gun is heard at the dead of night,
"Lifeboat ready!"
And every man to the signal true
Fights for place in the eager crew:
"Now, lads, load, and get ready!"
First a glance at the shuddering foam,
Now a look at the loving foam,
Then together, with bated breath,
They launch their boat in the gulf of death.
Over the breakers wild,
Little they reck of weather,
But tear their way
Thro' the blinding spray,
Hear the skipper cheer, and say,
"Up with her, lads, and lift her
All together!"

They see the ship in a sudden flash,
Sinking ever;
And grip their oars with a deeper breath;
Now it's come to a fight with death;
Now or never!
Fifty strokes and they're at her side,
If they live in the boiling tide,
If they last thro' the awful strife;
Ah, my lads, it's a race for life!
Over the breakers wild,
Little they reck of weather,
But tear their way
Thro' the blinding spray,
Hear the skipper cheer, and say,
"Up with her, lads, and lift her
All together!"

And loving hearts are on the shore
Hoping, fearing,
Till over the sea there comes a cheer,
Then the click of the oars you hear
Homeward steering,
Now a thought of the danger past,
Now the lads are on land at last;
What a storm to a gallant crew!
Who race for life, and who win it too?
Over the breakers wild,
Little they reck of weather,
But tear their way
Thro' the blinding spray,
Hear the skipper cheer, and say,
"Up with her, lads, and lift her
All together!"

—Temple Bar. J. L. MOLLOY.

At the Creekside.

Where the creek winds through the leas,
Miles above the misty mill,
Underneath the willow trees,
Stretching in undulance and ease,
With his fancy but to please,
Lies the farmer's son, yclept Bill.

Now he scans the minnow's dart,
Round the boulders in the shade,
Listens to a clattering art,
Going to a neighboring mart,
Cross the stream where human art
At the road a ford has made.

There a bloated frog, to croak,
Squats grotesquely on a log;
From a hole in yonder oak
Peeps a squirrel, just awake,
Crouching to its head to stroke,
Crouches Bob, the collic dog.

Bluebird, robin and a jay
Perch on a limb to alight;
Looks askance, as if to say,
Why in idleness to-day?
Are you not a lazy wight?

Where Love Dwells.

RY W. GREIG

Love, sweet Love, where dost thou dwell,
In rich about the humble cell,
Or in high, grand, and high,
Where the mountains meet the sky?
Or upon some isle unknown,
Far in ocean's wilderness?
Or from earth for ever flown,
Dwellst thou in distant space?

Fair, O fair, sweet Love, art thou?
The speck of cloud o'er yonder brow,
Tinged with purple, gold and green,
Images thy form serene—
And so calm the azure line
Bearing it on bosom blue,
Seems it like a land divine
Where can be nothing untrue.

Yet, not there thy sacred home,
For there the storm and tempest come;
Far beyond our clouded sky
Must thy faith-lovers fly!
But the heart that proves sincere,
Breathing faith unspeakable,
Thou wilt take to thy pure sphere,
Evermore with thee to dwell.

No Wonder He Killed Himself.

TITUSVILLE, Pa., Jan.—William Hamman has committed suicide from a melancholy conviction that he was his own grandfather. Here is the singular letter that he left:

I married a widow who had a grown-up daughter. My father visited our house very often, fell in love with my stepdaughter, and married her. So my father became my son-in-law, and my stepdaughter my mother because she was my father's wife. Soon afterward my wife had a son—he was my father's brother-in-law and my uncle, for my father's brother-in-law and my uncle, for my father's wife is, my stepdaughter, had also a son; he was, of course, my brother, and, in the mean time, my grandchild, for he was the son of my daughter. My wife was my grandmother, because she was my mother's mother. I was my wife's husband and grandchild at the same time. And as the husband of a person's grandmother is his grandfather, I was my own grandfather.

OUTWITTED BY A BOY.

Redmond O'Hanlon, the most noted of the Irish brigands, after distinguishing himself through the most daring deeds met his vanquisher at last in a shopkeeper's apprentice.

This youth's master, having to receive a good round sum of money in Newry, was afraid to risk an encounter with Redmond or some of his gang on his return to Dundee his native town.

In his perplexity his apprentice, 16 years of age, offered his services, which, after some hesitation, were accepted.

The youth, in the words of Mr. Cosgrove author of the "Irish Rogues and Rapparees," went to the field and brought home an old vicious screw (much of the same humor with Sir Teague O'Reagan's warhorse, on which he rode out to meet Duke Schomberg after the surrender of Charlemont), and when any other came up to meet him on the road he always strove to bite or kick him, by which means he commonly kept the road to himself.

As he wended on his way he was overtaken by a well-dressed gentleman, with whom he freely entered into discourse, making no secret of his business or of his expectation of being about the same place on his return to-morrow with £100 in his possession.

"I wonder," said his fellow traveler, "you are so free in your communication with strangers. How can you tell but that I may be Redmond O'Hanlon or one of his gang?"

"Oh, oh!" said the boy, bursting out laughing, "such a nice-looking gentleman as you to be a robber! Do you think I haven't eyes?"

"Well, at all events, I advise you to be more discreet. Redmond is famous at disguises and will pin you if he gets wind of your business. Here's a crown for you to drink my health, but keep a bridle on your tongue."

The grateful youth, sobering at once, made the promise.

And even as the boy expected, the gentleman overtook him as he was returning next day, and conversation was resumed.

"Well, my boy, I suppose from your looks you have not met with any bad company, and your money is safe?"

"Indeed it is, sir; many thanks for your good advice."

"How are you carrying it?"

"In the two ends of this ticket wallet."

"Dear me! I would like to feel the weight of it out of curiosity," and he approached, but the horse lashed out and he was obliged to keep his distance.

"Throw over that wallet," he said, rather sternly for such a nice-spoken gentleman.

"Oh, sir, honey, sure you wouldn't rob me! What would the master say?"

"I don't know, but this is what I say: If you don't surrender it at once, I will send a bullet through you and another through your garran."

"I promised my master not to let myself be robbed till I was in danger of my life. Here is the money, but you must take the trouble of crossing the ditch for it."

So saying he heaved the bag over the hedge beyond it into the next field. This annoyed the highwayman, but judging the prize worth the trouble, he dismounted, scrambled over the dike and fence higher up and laid hands on the bag.

Hearing a clatter he raised his head, and looking over the fence, saw the innocent youth making the road to Dundalk short on his own (Redmond's) good steed, and the vicious beast prancing about on the road and longing for some one to fly at.

He was enraged for being so taken in, but much more when he found the two ends of the precious wallet contained nothing more valuable than the copper halfpence of the time.

The boy arrived safe in Dundalk with the hundred guineas quilted in his waistcoat.

After many escapades from armed foes and from prisons, O'Hanlon was treacherously killed by his own foster-brother for the sake of the reward, an almost unprecedented crime in his country.

Poisoned American Apples.

An English correspondent writes:—A sensation of considerable magnitude prevails in fruit circles over poisoned American apples. The Horticultural Times started the ball rolling by saying that the poison is absorbed into the fruit, and even a thin coating of it is left on the skin, for American apples are syringed with a poisonous solution to keep insects away, and they thus become very dangerous to those who eat them. The paper goes on to demand that the attention of the Board of Trade and the President of the Agricultural Department be given to the consideration of the evil, and in the meantime everybody in the fruit-growing trade is discussing the matter and the public goes on eating its American apples with complacency and undiminished relish, apparently willing to take its chance of death or of sickness.

Five trotting stallions will stand the season of 1892 at \$1,000 per mare—Axtell, Allerton, Nutwood, Guy Wilkes and Stamboul. These five sirs are now regarded at the "Four Hundred of the equine world. It will be amusing to compare notes upon the performance of their progeny in the next five years."

Canadian Apples in England.

The success of the Canadian apple in England has been pretty well demonstrated this season. The total shipment to date have been 530,594 barrels, as against 168,968 last year. On the London market Canadian apples have been the foremost brand, and command special prices. Of the different varieties the Baldwin has been a strong favorite. The Kings bring higher figures, and any good apple finds a ready sale. A writer from Grand Pre, in the celebrated valley of the Annapolis, Nova Scotia, says that the locality has been a large sharer in the benefits resulting from the success of the Canadian apple. An acre of orchard in full bearing is said to be worth £1,000. The average price for the shipment of 1891 is figured at about \$2 per barrel. Ontario has no doubt also participated largely in the success of Canadian fruit, but the possibilities of profitable apple-raising in this province are realized by few.

The Soundest Argument Will Produce No More Conviction in an Empty Head than the most superficial declamation; as a feather and a guinea fall with equal velocity in a vacuum.

AMONG THE WILDS OF THE NORTH-WEST.

Ogilvie Makes a Great Journey in an Almost Unknown Part of Canada.

Mr. William Ogilvie, Dominion land surveyor, who during the summer and fall has been exploring on behalf of the Dominion Government in the Mackenzie River country, has arrived in Ottawa from his northern trip. "We left Calgary," said Mr. Ogilvie, "on July 7 last for Athabasca Landing. The descent of the Athabasca River was begun on the morning of the 15th in a large Peterborough canoe. The permanent party consisted of myself and two men. The descent of Grand Rapids, about 168 miles, was made in about two days. Below that the eighty miles of rapids to Fort McMurray occupied about two and a half days, and from Fort McMurray to Fort Chipewyan, on Lake Athabasca, 186 miles, the time was nearly three days, and Fort Smith, on the Great Slave River, was reached on the 29th of July. From this point the descent of the Great Slave River was made by the Hudson Bay steamer Wrigley to Fort Resolution, on the Great Slave Lake, near the mouth of the latter river.

At Resolution a stop of several days was made. At Chippewyan, on Lake Athabasca, the headquarters of the Hudson Bay Company, district of Athabasca, wheat was grown by the Roman Catholic Mission which in 1876 was exhibited at the Centennial Exhibition in Philadelphia. This post is in 61° 10' N. lat. During the past summer a plague of grasshoppers destroyed everything grown around the post.

At this point the Mackenzie River is upward of a mile wide, with a good depth of water and a moderate current. A survey was made along the Liard River to the mouth of what is locally known as the Nelson River. Fort Liard is 186 miles above Simpson, on the Liard River, which at this point is about 600 yards wide, and is in low water ten feet deep in midstream. Here also the Hudson Bay Company has a garden, in which potatoes are grown. It is said, too, that wheat can be grown here.

Up the Nelson River a survey was conducted to Fort Nelson, about 100 miles above the confluence with the Liard. There is a Catholic mission here, but in July last all the buildings were swept away by the flood, and the people in the valley were driven to high ground back from the river. A few potatoes were planted in the spring, but were destroyed by the flood. Generally the best grows enough potatoes for the use of the officers in charge and their servants. As the route to be travelled over involved the ascent of the Nelson river from this point for upward of 200 miles, and a portage of twenty-five miles to the water system of the Peace River, three Indians were engaged to assist the party on the journey. But, Indian-like, at the expiration of four days they got homesick, and deserted in the early morning of the fifth day, leaving the party to make its way as best it could to the Peace River. The ascent was continued without their aid for three days, when the current became so strong and the water so shallow that it was hard labor to get up at all. After four or five days' travelling the condition of things became so bad that one or two miles was a hard day's work. As the point where the portage was to be made could not be less than forty or fifty miles further on, and as the provisions were running short, I determined to abandon the canoe and start overland to Fort St. John, on Peace River. Each man of the party had at the start a pack of about seventy-five pounds weight. A course was taken which it was hoped would lead to Fort St. John, but we were not certain.

"The country for twenty-five miles proved to be dense woods or small timber, through which it was difficult for a man without a pack to make his way, and very difficult with one: the consequence was that slow progress was made, the clothes of each member of the party being literally torn to pieces. The distance covered by our party could not have been less than 140 to 160 miles. The last four days of the journey the members of the party were on an allowance of provisions, all the store they had being six pounds of bread among the three. This had to be supplemented by killing such part-ridges, rats, and squirrels as were seen, which unfortunately proved very few.

"The evening of the fourteenth day after leaving the Nelson River, St. John was reached, much to the surprise of the Indians, who were all congregated there, having come in from their summer hunt to procure the necessary outfit for the fall and winter hunt. They were amazed at the party's arrival and could not understand how white men who had never been in the country before could make their way so well without a guide. I then started down the Peace River to work my way to Edmonton by open water, but the day after my departure a severe snow storm commenced, which lasted for three days, and twenty-four hours after I left Fort St. John the river was running thickly with ice. At Fort Dunvegan, 120 miles below Fort St. John, a stay of three days was made taking observations, and the journey to the crossing, sixty-four miles further down, was made overland. At the crossing it was found impossible to cross the river on account of the drift ice, so the party had to remain there for nearly two weeks.

"At Fort Dunvegan there is a Hudson Bay Company post and a Protestant and Roman Catholic mission, all of which grow large quantities of potatoes and garden stuff. Tomatoes here also ripen and pumpkins fully mature. Cabbage and cauliflower grow to tremendous size. One cabbage exhibited, stripped of all loose leaves and left fit for cooking, measured fifty-three inches in circumference and weighed twenty-eight pounds. Carrots and beets grow to an extraordinary size, as also do turnips.

"Twelve miles above the Peace River crossing Shaftebury Mission is situated. Here the Rev. J. G. Brick is farming. He is surrounded by quite a number of Indians, whom he tries to teach to farm. His principal hope for the benefit of the natives lies in his school.

"From Athabasca to Edmonton the journey was made by horse, team, and sleigh. The distance covered from the time of leaving Calgary was about 2,900 miles, of which about 1,900 was made in our canoe. Numerous signs of moose, deer, and bear were seen on the Liard and Nelson rivers, but none of the animals were seen. Through this country the wood buffalo roams, but none of the animals came into view. Several bear tracks were crossed, but no bears were seen. A few fur-bearing animals were seen at a distance, but none were killed."