OUR NORTHWEST.

Advantages and Drawbacks of Farming in Manitoba.

GOOD SOIL BUT HIGH DUTIES.

Levi H. Turner, writing from Fairhaven, Washington, to the New York *Standard*, a description of his journey from Harper's Ferry to the Pacific, says: Descending to the Ohio River, we rode through mountain passes rich in iron and coal, through valleys of bottom lands capable of rewarding labor bountifully; and as night came on our pathway was illuminated by the ceaseless flames of the gas well.

Strange indeed are the contrasts presented to the gaze of the traveller. The exhaustless wealth of natural resources, the lavish extravagance of the idlers at the pleasure resorts through the mountains, the hopeless spectacle of poverty presented by the dirty, ill-clad and apparently ill-fed coal miners and coke burners, the neglected children around the groups of shanties at the road side, furnish ample food for reflection, compelling the half thoughtful person to ask, Why?

Our stay in Chicago was limited to one day on account of the intensely hot weather. We took the night train for St. Paul. Here we spent the Fourth, which was celebrated by a boat race on the Mississippi. Spectators were afforded an excellent opportunity to view this from the magnificent iron bridge thrown across the river at this point.

St. Paul is indeed an interesting city, its site, unlike Chicago, being considerably elevated above the surrounding country—and, like Boston, it has hills, sharp grades and crooked streets. On the eve of the Fourth we took our compartment in the tourist's car St. Paul, to be run over the Great Northern & Canadian Pacific Railroad on a four days' journey without change to Vancouver on the west shore. This is the part of the journey which from the first we most dreaded, but which proved to be the most comfortable and enjoyable.

AS WE APPROACHED THE CANADIAN LINE

the morning of July 5th an officer passed through the train, stating that all checked and hand baggage must be searched at Grand Forks. The passengers immediately set themselves to work preparing for the ordeal, and this gave rise to a general discussion of the tariff, in which all seemed interested and in which even some of the ladies took part. For more than an hour the discussion ran like a torrent, supported on the protection side by a few elderly gentlemen who were "republicians since '56." Gradually those who were at first listeners took sides, and free trade sentiment predominated, especially after the "protector of Canadian labor" had commenced his ridiculous task. In the valise of one of our neighbors he found a pair of new shoes upon which he said a "duty must be paid," whereupon the owner placed them upon his feet. "That clears the law," said the officer, as he passed out of the car amid the derisive laughter of the passengers.

Soon after our train rolled into Winnipeg which is the commercial focus of the Canadian Northwest. Representatives of all grades of society and nationalities were seen upon the platform of this great junction brought hither on the various

LINES OF RAILROAD WHICH RADIATE FROM THIS POINT

like the spokes in a wheel. Here we made quite a stop, during which I ran about town to gather information. I hurredly called at grocery stores and carpenter shops and other places to ask questions. I found the price of sugar was 9 cents per pound, kerosene oil 42 cents per gallon, cornmeal $1 30 per hundred pounds; and that carpenters' wages were $2 50 per day, laborers $1.75 to $2. At the door of an office the following sign was posted: "Dominion Lands. Free Grants. Sales Preemptions, etc. How to obtain them in the Northwest." This was the office of the land agent of the Canadian Pacific Railroad, a personage perhaps a little lower than the minister of the interior at Ottawa. He is fully convinced of his importance, and of the fact that this great Trunk line is exerting an influence on Canadian legislation which makes "the dog" and "his tail" so nearly the same size that the question is often asked, "Which does the wagging?"

THE CANADIAN GOVERNMENT HAS NOT YET SURRENDERED THE EARTH

To this corporation; but a few years ago it undertook the construction of this railroad. Having built 650 miles, they sold out, or gave out, in 1880, to the company whose name it bears, and as an inducement for it to accept this "princely" gift the Government added $25,000,000 in money, 25,000,000 acres of agricultural land, and agreed to finish and surrender all railway then under construction, together with a branch line of sixty-five miles of road already in full operation. In addition to these subsidies in land and money, the entire railway, when completed, was to remain the property of the company. And now the corporation is in possession of about 5,000 miles of road, including the longest continuous line in the world, extending from the Maritime Provinces, across the State of Maine, through Montreal, across the continent, to the Pacific Ocean.

I entered the office and asked for information in regard to Government and railroad lands. "We have for sale," said the lord of the company's kingdom, "some of the finest land in Manitoba and the Northwest, at ten shillings and upwards per acre. We

RESERVE ALL COAL, TIMBER AND MINERAL RESOURCES.

Our lands are in all the townships within the railway belt, and extend twenty-four miles on either side of the main line. You can buy for one-tenth cash and balance in payments spread over nine years, with six per cent. interest; or you can lease Government land not exceeding 2,650 acres, for a term not exceeding twenty-one years, for two cents per acre. The conditions require the lessee to place upon the ranch, within three years, one head of cattle to every twenty-four acres of land covered by his lease. No person shall be allowed to place sheep on lands in the Canadian northwest without special permit. "Conditions of free grant lands are easier," said he, "here, than in the United States, where the fee for taking up is $26 and five years' residence. Here it is $10 and three years' residence.

NO OATH OF ALLEGIANCE IS REQUIRED,

the land is free to all. Our winters are milder than in Montana and Dakota, our grasses are more nutritious, cattle thrive better, and the opportunities offered to settlers are much better than on the other side of the line."

I then told him a story told to me by a farmer down the road, who had just purchased an agricultural machine of Canadian manufacture for $21. A machine of equal utility could be purchased in St. Paul for $15 were it not for the oppressive Canadian tariff. "If this," I added, "is a sample of the relative cost of farming appliances, I am inclined to think the United States offers better inducements to settlers in spite of the higher cost of land, as they have lower prices for tools, and such necessaries as farmers are compelled to buy—sugar, coal, oil, etc.—and their farm products will net them fully as much there as they would here."

He listened to my statement, which seemed to chafe him exceedingly, and burst out with the declaration: "That is not so!

SOME FREE TRADER HAD YOU ON A STRING.

There are some of them around here. The people of the States are overworked and underpaid. Plenty of proof of that. The eastern farms are being deserted and the western farms are mired in debt. Our tariff is not oppressive. It holds the markets of Canada for the people of Canada, and we intend to continue this policy," he said, with emphasis, as the start signal hurried me to the depot.

Our long train pulled slowly out on the western track upon a broad plain as "level and green as a billiard table." The Rocky Mountains are yet a thousand miles away; we have not yet seen the prairie; this is only the widening of the valley of the Assiniboine and the Red River of the north, which unite at Winnipeg.

On either side of us are farm houses and stacks of grain, men and teams at work upon a soil absolutely free from stone—as black as night and rich as a mine—and herds of cattle are feeding half hidden in the grass. We step off at a way station and look up the road which stretches away before us as far as the eye can reach, without curve or deflection. The roadway is dotted with grain elevators, the most of which are owned by farmers' clubs, insuring them some

INDEPENDENCE IN THE SALE OF THEIR CROPS.

After a run of 130 miles we stop at Brandon, the second point of importance in the Canadian Northwest. The half hour was improved by me in asking questions of the farmers I met about town, and whom I found kindly disposed to converse, especially when I told them I had lately visited the lower provinces. They asked me questions, too. Kerosene oil and sugar are little used here—the prices are so high. They all regretted that "Yankee corn" was kept out by the high tariff, as they could not successfully raise it here, and it is needed for provender. I found tariff reduction a prevailing sentiment, and free traders as thick as flies. The farmers as a rule are paying enormous interest on the capital they have hired with which to purchase tools, seed and advance food: yet they seem to glory in an imagined independence, and they

LOOK WITH PITY UPON THE TENANT FARMERS OF EUROPE,

saying: "We own our farms and outfits, and don't have rent to pay." Yet it was the universal testimony that there was not a working farmer in the region free from mortgage of some kind. Strange, indeed, that men are slaves where nature is so lavish! These people, like the overworked teams they drive, have a worn, woebegone look. The men wear faded shoddy garments and the women sleazy calico. Yet they tell me that 800 bushels of turnips to the acre, or 270 bushels of onions is a common crop, in addition to wheat, which is the standard and most largely cultivated crop, yielding thirty-two bushels to the acre.

Leaving Brandon we enter upon a broad billowy ocean of buffalo grass—the first of the prairie steeps that rise at long intervals and almost imperceptibly to the Rocky mountains. Now the horizon, only, limits the view. Occasionally we pass a prairie farm house surrounded by great black squares where the sod has been turned by the plow. The house is usually a shabby thatched hut; the monotony of the prairie front yard is broken with neglected looking children, pigs, churns and milk pans. A terrible life it must be to live in the solitude of a prairie—no neighbors, no school, no civilization. At intervals our train slows up at a little siding. They are all alike, and consist of a spare track, a few freight cars, a heap of buffalo bones, a few agricultural implements on sale, a station master in red shirt and blue overalls, and "last, but not least," the poor Indian, "who is dying that civilization may live."

A Stab.

Mrs. Cumso (indignantly)—I never go through my husband's pockets when he's asleep.

Mrs. Banks (sweetly)—How wise of you not to waste your time.

At the Ball Game.

He—Are you fond of sports?

She—Well, I ought to be. I married one.

A young woman who has a dressmaking establishment in East 31st street makes her rent by storing furs, wraps and winter dresses for her customers during the warm weather. The garment is cleaned, renovated and packed away, and when called for is freshened with new linings, ribbons, buttons or frills, and a sufficient sum charged to cover the bill, including insurance.

Professor F. W. Newman, brother of the Cardinal, is now 85 years of age. He says that he was a practical abstainer from intoxicating liquors from boyhood, when he dined alone. At 62 he turned vegetarian, and since then he has needed no physician. He is as well now, he says, as any one of his age can expect to be, and he laments because vegetarianism makes no greater progress with the world.

Madame Janauschek will this season produce her new play, "By Order of the Czar."

There are now two hundred and seventy-five white ribbon women studying the Bible and New Testament Greek under the direction of Dean Alfred A. Wright.

TELEGRAPHIC SUMMARY

Burglars are still operating in Kingston.

Sunday work has been discontinued on the St. Clair tunnel.

Smallpox is causing terrible havoc in the interior of Guatemala.

John L. Sullivan's father died at Boston yesterday of typhoid pneumonia.

Lilian Grubb, the actress and opera singer, died at Baltimore yesterday, aged 25.

Incendiaries have been busy lately in Strathroy, and considerable loss has resulted.

It is believed that before long the Grand Trunk Railway will have connections with Winnipeg.

Most Rev. John Pius Leahy, D. D., Roman Catholic Bishop of Dromore, is dead at Dublin.

A boy of 18 named Hertel escaped from jail at Berlin, Ont., on Saturday, and has not been recaptured.

The tug-of-war team of No. 5 police division of Montreal intend challenging the tuggers of the Toronto force.

The captain of a French fishing schooner who carried off a Newfoundland constable has been arrested and sentenced to three months in jail.

A heavy rain was general all over Manitoba on Friday night and Saturday, and did a great deal of damage to the crops not yet harvested.

The death is announced of Francis Robert St. Clair Erskine, fourth Earl of Rosslyn. He was born in 1833 and succeeded to the title in 1866.

A child of Mr. Neil McDonald, 6th line Moore, near Courtright, fell into a tub of boiling water which its mother was using on Saturday, and was scalded to death.

Summonses have been issued for the prosecution of the Public School boys who took part in the disturbance with the Toronto Separate School pupils last week.

Mrs. Caroline Sievers, aged 65, who had lived in New Hamburg for nearly forty years, was killed on the G.T.R. track near that place on Saturday. The old lady was deaf.

The schooner Lion, from Nova Scotia for Jamaica with fish, was wrecked in a cyclone on August 28th. The steamer Bermuda rescued the crew and took them to New York.

Count Herbert Bismarck, at a recent secret interview with the Emperor, promised to use his influence with his father to induce him to cease his revelations and to return to friendly relations with his majesty.

A striker named Reed has been arrested at Albany for causing the wreck on the N. Y. Central last Thursday night. It is said he has confessed, implicating others. Lou Miller, of Greenbush, has also been arrested on suspicion.

Mr. Hilton went to Montreal on Saturday for the purpose of putting in force the judgment recently given in the case of the Central Bank against James Baxter. Mr. Baxter immediately made preparations to have Mr. Hilton arrested on a charge of criminal libel.

A man named Seguin was killed on the M. & O. Railway about two miles above Hudson, Que., yesterday afternoon. While the gravel train was in motion he tried to get on and missed his hold, falling between the cars, three of which passed over him, killing him instantly.

When a Michigan Central east-bound freight—Conductor Walton, Engineer Meadows—was about a mile and a quarter east of Maidstone Cross Thursday afternoon, Mr. John Naigle, a wealthy farmer, aged about 50, stepped out of the ditch on the track in front of the engine and was struck and killed. Both legs were cut off.

Joseph Bustin, aged 19, who was employed in E. M. Davenport's brick and tile yard at St. Thomas, while digging in the cave Friday afternoon loading a cart with clay, the bank caved in, completely burying him with great lumps of earth weighing 200 pounds. The alarm was given and willing hands were soon at work, and had him excavated in five minutes. Dr. Sanderson was immeniately summoned and did all in his power, but of no avail, Bustin being severely injured internally. He succumbed to his injuries within an hour and a half after the accident.

Wm. Duff, farmer, after taking dinner at Carleton Place, hitched up to drive home, but forgot to put the bit in the horse's mouth. The horses flew out of the yard and swung the young man in such a way that he took a header into a big plate glass window at the old Arcade. His head went through, ruining the plate and fracturing his skull so that several pieces of glass were removed by Dr. McEwen, as well as some fragments of bone. He had a narrow escape.

A runaway accident occurred at Port Burwell which resulted in the death of Mrs. Thomas Hamilton. Mrs. Hamilton was returning from the farm with a small load of hay, and while descending the hill leading into the village a part of the harness gave way, when the horse began running and kicking. When near the bridge Mrs. Hamilton was thrown off on her head and shoulders, sustaining such injuries as to cause death in about three hours.

A terrible accident occurred on the Denver & Rio Grande Railway at 5 o'clock Saturday morning, near Adobe, Col. The train was running in two sections. The first section had two day coaches loaded with laborers, and had become derailed four miles below Florence. The second section dashed into the first with terrific force, completely smashing the two coaches, and injuring from 35 to 40 men and killing a number outright. The bodies of five men have been recovered, and twelve are still missing. The wounded are now being cared for at the depots of Florence Coal Creek and Canon City. Physicians are in attendance.

Wm. O'Brien, speaking at Meelin, county Cork, said it would be Ireland's own fault if a single child starved. The tenants ought not to pay a penny of rent until their families are provided for. They had no business to make begging appeals to Irishmen abroad, but should look to Mr. Balfour and his sublime schemes. It would be perfectly within their right to demand that the boards of Guardians compensate them for the loss of their crops. If the guardians had the courage to boldly relieve the people their Irish leaders would promise to hammer extra life out of the Government. In regard to the writ recently served upon him, Mr. O'Brien said that Lord Salisbury thought to prevent him from going to America by means of a bankruptcy notice. It remained to be seen whether he would be more successful than in the role of a runaway libeller and blackmailer.

Several boys were sent to prison yesterday for housebreaking in Toronto.

The Quebec Legislature is to be called for the despatch of business on November 4th.

The Moncton (N. B.) Manufacturing Company is in an even worse position than the Halifax concern.

Work on the C. P. R. repair shops at West Toronto Junction, to employ 300 hands, will begin at once.

The gates of lock 18, Welland Canal, have been replaced, and vessels commenced to lock through yesterday.

A medical examination showed the presence of cholera bacilli in the body of a person who recently died in Berlin with symptoms of cholera.

The Ontario College of Physicians and Surgeons is considering the advisability of proceeding against a Christian Scientist at Toronto under the Medical Act.

The Montreal *Minerve* regrets that so few French-Canadians take part in the Dominion rifle matches, and regards this as a fresh proof of their apathy in military matters.

A painful impression has been created in Italian Government circles by the fact that certain officers of an Austrian man-of-war sought an audience with the Pope before officially calling on the Italian Ministry.

The preparations for a national ovation to Count von Moltke on the occasion of the 90th anniversary of his birth include a proposal to buy the house at Parchim in which the Count was born and to present it to him.

The Italian Minister, Crispi, has declared that the presence of the French fleet at Spezzia on the occasion of the launching of the Italian man-of-war, besides disturbing Italy's foreign policy, would annoy Germany.

By the explosion of a coal oil lamp early yesterday morning at 154 Germantown avenue, Philadelphia, the house was set on fire, and Mrs. Sarah McIntyre, 60 years old; Mamie McIntyre, aged 10, and Annie League, 17, were burned to death.

John McCulloch, from St. Thomas, Ont., a farmer, arrived at Montreal in charge of some cattle. He was taken charge of by two sailors, who enjoyed his hospitality and then knocked him down and robbed him. The men have been arrested, and McCulloch was retained as a witness.

The other night two daughters of James Cotter were left in the house on William street, London, alone, when they heard and saw a burglar trying to obtain admission by one of the windows. They fired a musket at the intruder, smashing all the window glass, so he skipped out in quick style.

Mr. Aaron Buckler arrived at Montreal from Bowmanville, Ont., and stopped at the Albion Hotel. Tuesday night he blew out the gas and went to bed. At 10 o'clock next morning he was found unconscious, and, though every effort was made to resuscitate him, he died at 6 o'clock last evening.

The New York State Board of Arbitration continued its examination yesterday into the trouble between the New York Central and the Knights of Labor without throwing much new light on the situation. The investigation will be continued at Albany to-morrow, where there are a large number of discharged railway employees.

McGill University is in luck again. The Principal, Sir Wm. Dawson, has received from Sir Lyon Playfair, Chairman of the Royal Commission for the exhibition of 1851, an intimation that the university has been selected as one of the institutions in which a scholarship of £150 per annum, tenable for two years, shall be open for competition.

A remarkable case of fecundity has come to light. Mrs. C. Clermont, of Bord à Plouffe, Que., who has just died at the age of 92 years, left 303 living descendants, and had all her descendants survived her they would have numbered 448. She was married at the age of 13, and had seventeen children, 145 grandchildren and 286 great grandchildren.

The opening of the Congress of the American Forestry Association took place at Quebec on Tuesday amid a great concourse of distinguished visitors and the elite of Quebec society, among whom were several Ministers and Hon. W. Laurier. The inauguration speech was made by His Honor Lieutenant-Governor Anger, who welcomed the American members to the old capital.

Word has been received from Parry Sound that recently a mortar for bruising corn was found in the roots of a pine tree on one of the Christian Islands. The mortar had an engraving in Latin, which being translated says, "Made in Paris, 1646." This is the year of the persecution of the Jesuit Fathers by the Indians, and affords confirmation of the retreat of the French pioneers, as given by Parkman and Father Laboreau.

Wm. Butts, of Butts & Robinson, publishers of the *Protector*, the official organ of the United Workmen for Maryland, Virginia, Delaware and New Jersey, died yesterday at Baltimore from the effects of morphine, which he took last night to kill himself. Mr. Butts told the physician he took the drug owing to fear that he might become a confirmed drunkard, as he frequently drank to excess.

Mr. John E. Boomer confectioner, London, is fond of mushrooms, and on Monday evening sent to a neighboring Dundas street dealer for some. By some mistake he ate toadstools, and had only swallowed them a few minutes when he was taken with violent pains in the stomach. His physician was sent for, and after emetics had been applied he recovered somewhat. He still feels the effects, but is getting over his experience, and will eat no mushrooms in future.

At Nijni Novgorod yesterday a young man named Vladimiroff accosted Governor-General Baranoff and requested an interview on the pretence that he had an important secret to impart. The Governor-General was about to acquiesce, when the young man suddenly drew a revolver and fired at Baranoff. The bullet went wide of its mark, however, and before he could fire a second shot the man was seized by bystanders and handed over to the police.

The funeral of the late Rev. James Broley, pastor of the Methodist Church at Fergus, who died on Tuesday at Palmerston from neuralgia of the heart, took place on Thursday at Fergus and was largely attended. Rev. S. E. Couch is expected to finish the conference year at Fergus.

As the train with Senor Canovas del Castillo, the Prime Minister af Spain, and his wife yesterday left Vittoria, a jeering and hooting mob made a rush for the Premier's car and smashed in the windows of his compartment with stones. So far as known neither the Minister nor his wife was injured.

It appears that the New York State Board of Arbitration, which is at present investigating the cause of the trouble between the New York Central Railway and the Knights of Labor, has no power to enforce any decision it may arrive at, it can only report its recommendation to the next session of the Legislature.

A boy about 15 years old named Walter Cannon, whose parents reside at Bloomfield, Ont., was working as a farm hand for Mr. J. V. Cooper. While riding yesterday to the field on horseback, the horse ran away, throwing the boy, and his feet becoming entangled in the harness he was torn limb from limb, and died immediately.

Yesterday afternoon, when the 3.35 express for Toronto was about four miles from Owen Sound, it was met by a train of seven box cars loaded with corn and flour and ice, which had broken loose from an outgoing freight, and were coming down the home grade at a fearful rate of speed. Immediately the engineer saw the engineless train he applied the brades, whistled danger, and jumped from his engine as it came to a standstill. The box cars ran completely on to the engine, badly damaging it and a mail coach. Three of the freight cars were burned and the rest broken up. No passengers were hurt.

How Gold is Shipped.

The Bank of America is the largest single shipper of gold from New York, and, indeed, from the United States. Shipments are made in stout kegs, very much like the ordinary beer barrel. Every one contains £10,000 in coin or bar gold. The latter is the favorite for these shipments, since coin, in a single $1,000,000 shipment, is liable to loss by abrasion of from eight to twenty ounces or from £25 to £64, while the bars lose only about three-fourths of that value. Where coin is sent double eagles are preferred. They are put in stout canvas bags, each one containing 125 double eagles, or £1,000, and ten bags fill each keg. The only precaution taken against tampering with the kegs is a treatment of keg-ends technically known as "red-taping." Four holes are bored at equal intervals in the projecting rim of the staves above the head. Red tape is run through these, crossing on the keg's head, the ends meeting at the centre, where they are sealed to the head by the hardest of wax and stamped with the consignor's name. The average insurance is about £300 per £200,000. Then there is an expense of about 8s. per keg for packing and cartage aboard ship and the inevitable loss by abrasion, whatever it may prove to be. There are great Wall street firms shipping from £5,000,000 to £8,000,000 annually.—*St. James Gazette.*

How Chicago Teachers Get Paid.

It is no small job to pay off the legion of Chicago schoolm'ams, hence the modus operandi must be a systametic one. Two sets of books are made, each containing the names of the schools and teachers of the different sections of the city. Beside the name of each pedagogue are the figures which indicate the amount of her salary. One of these books goes to the blonde cashier, the other to a member of the board. This latter individual sets the ball rolling. Begining at the front of his book he calls aloud first the name of a school. The teachers there gather around him. Then he shouts out the names slowly. Each, as her name is called, comes to his desk, signs the book for a receipt, and passes to the paying desk, where her money is passed out. When one book is nearly finished, a sign indicating the next section to be taken up is hung in the largest room, where the most teachers are, and it warns them to be ready. In this way the work of paying is done very rapidly, though even then it takes the greater part of the day to pay off Chicago's teachers.—*Chicago News.*

What a Single Letter Will Do.

In a recent lecture a professor of languages, in commenting on the difficulties foreigners had to overcome before they could master our language, made mention of the following philological oddities: The letter c changes lover into clover, d makes a crow a crowd, k makes eyed keyed, g changes son into song, l transforms a pear into a pearl, s changes a hoe into a shoe, t makes bough bought, and w makes omen women.

Breaking it Gently.

Lynching party (whispering before knocking)—Break it gently to her, Ike!

Alkali Ike—You bet! (As the lady of the dug-out appears) Howdy, Widder Hosley?

Mrs. Hosley—What do you mean? I'm no widow! Where's Hank?

Alkali Ike (triumphantly)—Yes, you air! See that thing hangin' on the jack oak limb, over thar in the edge uv the tall timber? That's Hank!

Lost to the World.

Another secret is lost to the world by the death of the only man who knew it. This is the Sterling Dyeing Company's process of dyeing a perfect fast black. James Pike, who knew the process, had for years been manager of the company, where he had made a fortune. A few days ago he dropped dead of apoplexy, and the Sterling Company is grieving over the loss of the secret.

Mrs. Thomas Hamilton, of Bayham, over 60 years of age, was killed near Port Burwell yesterday. She was returning with a small load of hay, when the horse took fright and ran away, throwing her out. She died in about three hours after the accident.