

# The Grey Review.

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DURHAM, THURSDAY, JANUARY, 14 1897.

WHOLE NO. 963.

## The CASH System

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We beg to inform our Customers and the Public generally that we have adopted the Cash System, which means Cash or its equivalent, and that our

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### WINTER IN RAINY RIVER.

An Interesting letter from R. Watson, Jr.

A GROWING COUNTRY.

Editor Review.

DEAR SIR:

When Rainy River is the occasional topic of conversation of one half of the people of the Dominion, and is a good second to Rossland B. C. itself, a short sketch of the experiences of the writer with winter on R. R. will, I trust, not be too severe an infliction upon yourself, or the army of readers of your up-to-date paper.

On or about Nov. 20th the thermometer, at John Frost's instigation, commenced in earnest a downward course, and before the month ended, touched 40 below zero, and kept it up, or rather down for four successive days, yet we did not mind it at all, in fact could scarcely credit our neighbors' statement when they informed us that the Mercury was frozen in their instruments, strange but true, but stranger still, the great river at our door, was not iced over sufficiently to make it safe traveling for foot passengers, some ten miles further down stream, where the current is less rapid, horse teams were able to cross. Since that time the weather has been most superb, in fact a more enjoyable winter month one could scarcely conceive, excellent sleighing, with 18 inches of snow, and withal mild enough to thaw but it does not. Excepting about two rods on each side the river is as open as it was in July.

The lumber camps are now in active operation, and many of the settlers are earning good wages therein.

My son Tom, with team took a spell at it, but quit on account of overloading, 12 to 15 pine logs being considered a fair load by the lumbermen, but Tom was of a different opinion, and though willing to earn his \$2.50 (and found) per day was not prepared to kill a team of horses outright. Any South Grey teamster would consider the empty sled a fair load.

A large logging sleigh for four horses, with chains and other rigging minus sawlogs, weighs from 600 to 6000 lbs. and the small sleighs for a team, weigh when empty, over a ton, with bunks a foot square, anything less would not do.

All long distance driving has to be made on or less on ice, hence the mild weather has made the ice on lakes rather treacherous, the drowning of a horse or two being no rare occurrence, yet the men escape every time. I do not know how they do it, nor have I any ambition to learn, at least not until I am acclimated.

On account of the number of men to be fed and clad at the gold mines and lumber camps, our line of Propellers was inadequate to bring in all the necessary supplies, consequently, those will have to be drawn by team from Portage at \$3.00 per cwt. to Ft. Francis, and from there to the mines on Rainy Lake, \$2.00 per cwt. more, you can guess the price of a barrel of Salt, brought in here in the winter season. Of course good managers will see to it that they take time by the forelock, but some are caught napping, \$3.50 is the price of a barrel of Salt laid down by boat in the fall, prior to close of navigation.

The social aspect of life in winter on R. R. is quite equal to eastern Ontario 20 years ago, or even today, and we appear quite indifferent to our isolated position, and hardly realize it, the school social, the church social, relieve our monotony as they do yours, and those who take pleasure in dancing have a ample opportunity, and you will be surprised to learn that, to date of writing, your humble servant has refrained.

To those of all ages who have the leisure, skating is a favorite sport as well as most invigorating exercise, and the "roving game" is in vogue, too, though I have not yet been an eyewitness of a game.

Our cereals of last harvest were not at all equal to the crop of 1895, the wet season and rust season and rust being the cause, but the root and grass crops were excellent. Our faith in R. R. remains unshaken, and I know of but one individual who came here, and left in disgust, (a Bentinck benedict). I only hope he has struck a more promising land, yet I doubt it.

New arrivals here, often remark: What is the reason that the place is so backward and sparsely settled seeing that the early settlers are so many years in, and have so little done? The answer to this is as follows: when the Hon. Alex. McKenzie was Premier, this River and connecting water ways was his route to open up the N. West prairie country, and the Ft. Francis lock being then under construction a small army of Workmen were employed, many of them took up land, others in passing through, were tempted to do likewise, as the prospects of settlement, and immense traffic were exceedingly bright.

When McKenzie was defeated, work of construction was abandoned the route was changed to a line of Railway over 100 miles north, was it any wonder that the few who remained on their land should feel discouraged, and only give their farms a kind of half-hearted acknowledgment. The gold mines have changed all this, we have a good market for farm produce, which will continue to improve as the mines develop, good finds are constantly being made by prospectors, and if only one in a hundred of the locations taken up, prove fruitful, our market is assured.

Already South African experts are in our midst, but they maintain a discreet silence, and surround themselves with a mysterious air, somewhat akin to what one observes in a horse jockey.

They evidently are determined that no outsider shall profit by their knowledge. The Steamboat register contains amongst the list of passengers, the names of some of the capitalists of such cities as London, Liverpool, New York, Chicago and Montreal and Toronto. They come and they go, some invest, others do not. They get all the information they can gather, and in return impart not a word of their own intentions.

We know a good thing when we see it, and would venture the fore-cast, that those mysterious gentlemen, will not stay away until we send for them.

The Foley mine, an account of which was given by Prof. Coleman in an American investment, and is expected to be an eye opener, in the spring of 1897. A certain engine and twenty stamps are on the ground to commence the manufacture of gold bricks in the spring. No doubt but some of the houses on Rainy Lake beach, will be built with them. The English Co. are also making steady progress their outlay is very heavy, and was not undertaken until a reasonable prospect of their investment being a paying one, was all but assured every thing that discretion and fore-thought could suggest, was carefully calculated, prior to the turning of the first sod.

Our new Premier Hardy, has a good opportunity to display his statesmanship by framing such liberal statutes, as will make Ontario the topic for mining men of every nationality. Algoma is a province (in area) in itself and from the Rocky nature of its surface being mostly covered with a tangled mass of undergrowth interspersed with muskeg. (a sort of boggy swamp,) its capabilities will not be early or fully known.

The class of men who go out in the woods and rocks in search of a lead or vein, of gold bearing quartz have many hardships to undergo and if they find something, they generally ask a price from \$5000 to \$30000.

They fail to see the great disparity between a prospect, and a fully developing mine, consequently, those who have to run all the risk, are rather slow to conclude a bargain, and usually play a waiting game.

The Editor of the Fort Francis "News" took the gold fever in its most acute form, about 12 months ago, and although he is still alive, the "News" is dead.

Here is an opening for some enterprising knight of the quill.

The ballot papers for our municipal election, will be type written in the office of our local Barrister as we are all of two weeks' journey to the nearest Canadian printing office, hence the length of time between nomination and election, shuts us out.

Mail matter for Ft. Francis and intermediate offices, reaching Rat Portage too late for the incoming mail will have to lie in that office at least two weeks or positively longer, with the present mild weather all is uncertainty, but the Schedule time is to leave Rat Portage, on the 1st, and 15th of each month, and remain at Ft. Francis 24 hours after arrival, before starting on his return journey. So far they have been unable to keep to the contract time. At this date 22nd Dec. we have no tidings of which should have left R. P. on the 15th and if he slips in and out again, without our knowledge, Christmas greetings to the "REVIEW" will reach it about February 1st 1897.

Respectfully Yours,

ROBERT WATSON,

Isherwood,

Rainy River, Ont.

### FILIBUSTERING IN CUBA.

A Disappointing Chase.

[Cuba, at present occupies a large share of public attention, and the following experience of one who was there under similar stormy conditions as exists at present, will be interesting: En.]

Mr. Editor,

Sir, I have often told you that I would write a story the winter nights are long and a short story comes in good.

I was stationed on the North America and West Indian Station in the year 1871 in H. M. S. Philomel Captain Walker. She was a twin screw gun boat, carrying three guns.

At this time we were enjoying ourselves in that beautiful winter resort, Nassau, Bahama Islands. One morning a strange steamer came into port, a boat was called away to board her, and I was one of the gig's crew. I had a chance to have a good look at her: she was a long, black side wheel steamer, side wheel steamer, and her masts and funnels had a good rake. We found out her name to be the "Hornet" bound from Savannah, U. S. to Havana, Cuba.

She had called ostensibly for repairs, but in reality was a filibusterer watching her chance to land her stores in Cuba. The Governor and our Captain came to the conclusion she was worth watching, so the order was given to have steam, and get up steam with as little smoke as possible, a boat was told off to watch her and the captain was rigged for action, but she did not go till the next night.

All that day we were figuring how much prize money we would have out of her, but just at sunset she slipped her cable and went off, and we after her. But a stern chase is always a hard chase, we fired after, but, as she could have steamed all around us, we lost her. Our hopes rose again soon after when the lookout reported a light on the Starboard bow, and off we went in chase again. The lights were out, but we could see the fire fly from her funnel. "Clear away for action and full steam ahead" was the order. The gun forward was fired twice with blank cartridge, but more fire came

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G. T. R. TIME TABLE.

	Leave	Arrive
	a.m.	p.m.
Durham	7 30	1 55
Varney	7 25	1 45
Holstein	7 28	1 34
Mt. Forest	7 52	1 05

out of her funnel. The order was given to stand at ease, as we were fast gaining on her. I was No. 4, at the 7 inch gun in midships, and we were anxious to get a shot at her. All summer we had been chasing poor Yankee fishermen around Cape Breton island and it was in North Sydney I put in the 1st Dominion Day. So it was an exciting change to be in chase of a live battleship. But the order came "port your helm and give it to her," and we gave her a small dose of real British steel, and it worked like a charm. She at once showed her lights and we steamed within hailing. The Captain asked "what steamer is that, and judge of our surprise when the answer came "a Spanish man of war." They were asked what they were running away for, and orders were given to lower the gig, and when the 1st Lieutenant, with cocked hat and sword, went on board all was in confusion for the ship had struck between the fore and main masts. A head popped out one of the port holes asking in broken English if we were the "Hornet" filibusterer! I do not know what reason she had to run from the Hornet, but we were intensely disappointed and the Spanish egregiously surprised.

We cruised around for a few days looking for the "Hornet," then headed for Nassau, where we received orders for Bermuda, then to Merry old England, forgetting the chase and the terror of the Spaniard as home and friends drew near. We were paid off at Sheerness, the good byes were said and we parted never again to see the voyage of life together.

T. S.  
Welbeck, Jan, 11th 97.

### BROWNSVILLE.

It is some time since news from this burg has appeared in the REVIEW. A few items will not be out of place.

Neil McCannel having secured a school in Manitoba, left for the Prairie Province last week. This ought to help the Post Office at Boothville.

Dan Robinson treated the young folks of this place to a dance. It was a success.

Mr. Rock had a wood bee. He got 35 cords cut. The dance was a successful as the bee.

Mr. Green. Haw entertained the youth and beauty with a party. The Boothville gents did not attend. They were not asked.

Some of the natives of Boothville are boasting about what they can do with an axe since they chopped that frozen chase.

The contract for carrying the mail from Drummond to Hoston is now being tendered for. It might be hard to improve on the old mail carrier.

Mr. George Haw had a wood bee the other day. He says this is a poor place for bees.

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