

CAR VIEW OF THE QUEEN'S DOMINIONS

Scenes and Incidents of a Transcontinental Trip Through Canada.

FROM CALGARY TO REGINA TOWN

Relics of Buffalo Days, Vast Farms, the Northwest Mounted Police, Cree and Blackfoot Indians, Scenic Features and Other Points Along the Way Entertainingly Described by Mr. Richmond.

Special Correspondence of The Tribune.

Regina, N. W. Territory, Sept. 12.—While at Calgary we saw the last of a shipment of 5,000 cattle from one ranch put on board of trains for Eastern markets; also, the fourth train loaded with tea, etc., from the steamer "Empress of China," enroute for the East. These trains, it seems, have the right of way over everything, and travel at an average rate of thirty-five miles an hour from ocean to ocean. While the passenger trains run on a good time now, we are told that the management intends putting on a still faster service, that will shorten the trans-continental trip from twenty to twenty-four hours, which with the fast Atlantic and Pacific steamship lines, will put this route from Occident to Orient, already the shortest, immeasurably in advance of all others.

Resuming our journey from Calgary (the capital of the province of Alberta) we leave behind us the grandeur of the "Sea of Mountains," the wide open prairie for a thousand miles. The whole view changes from this point. Looking north or south and westward is the golden, remote wide West, full of wonders, picturesqueness, wild life and adventure. To the east the prairies, level as the placid sea, or rolling like the ocean in its storms, stretch unbroken before us.

By a gradual descent of twenty miles to Langdon, the railway falls to the valley of the Bow, and follows the valley six miles along the grassy plains brings us to Namaka, where is located one of the largest and most productive farms of the Canadian Agricultural company, giving nurture to vast herds of high grade and pedigree stock of all kinds. Here the prairie is seen to advantage, as a billowy expanse of wild grass, with farms and cattle ranches spread over it.

LAST OF THE BUFFALO. These grassy plains where the buffalo once roamed by millions, are now dotted with wheat fields, checkerboard with plots of intense green, or golden yellow, or the black furrows of plowed loam, while here and there tall elevators stand by the track like light houses on the level sea, and the only reminder of the herds of buffaloes that used to blacken these prairies are in the melancholy piles of bleached bones besides the track, which are gathered from all over the buffalo country and sold at two dollars a cord to be shipped to sugar refineries.

In this immediate vicinity the entire country is underlaid with two or more beds of good coal and natural gas, especially at Tilley and Langdon, where are several wells of gas, burning brightly, which is utilized in pumping water for the supply of the railway, and light and heat for the station houses, and it is said will soon be used in reducing the silver ores from the mountains.

Arriving at Crowfoot station, we get our last glimpse of the Rockies some one hundred and fifty miles away—a high blue wall barring the blue sky, with jagged, white and snowy peaks. This station is on the border land between the districts of Assiniboia and Alberta. We have been traversing the broad domain of the north for nearly three hundred miles, and enter now the green uplands of Assiniboia, through which we shall travel five hundred miles to the western limit of the province of Manitoba. (A more general description of these various provinces of the Dominion I will defer.)

BLACKFEET INDIANS.

We are now in the country of the once dreaded Blackfoot Indians, the most handsome and war-like of all the Indian tribes, now peacefully settled on their reservation south of the railway at Crowfoot Station. This is a large reservation containing many hundreds of square miles. The Bow river, whose two-lane banks have been under running parallel to, passes through it. At the station some of these ochre-painted Blackfeet are seen amid the white uniforms of the mounted police, which form a picturesque gathering, together with the squaws selling their beads, blankets and buffalo horns. For 106 miles to Medicine Hat, the country is rolling and the railway descends to a prairie plateau of 2,150 feet in altitude. Nothing is seen for miles and miles but great stretches of undulating prairie, with occasional herds of cattle grazing on the knolls. A source of pleasure, and one especially enjoyed by all was the exquisite prairie flowers noticeable here. Ox-eyed daisies, lovely red lilies, wild orchids and sunflowers mingled together in such harmonious profusion as to call forth exclamations of delight as the train rushed through this wild garden of the Dominion. The gray wing of solitary eagle sails here and here and there the dark form of a lonely Indian appears. Here the buffalo formerly roamed in great numbers, a fact shown by their vast bones and skulls, marking the prairie in long lines and saucer-like hollows, where the shaggy monsters used to wallow; and strewing the plain in all directions are the whitened skulls of these noble animals now so nearly extinct. The buffalo has disappeared, but domestic cattle have taken their places, wild fowls through the many lakes, grouse are plentiful and antelope are occasionally seen watching the train as it hurries on.

MEDICINE HAT.

Medicine Hat is a railway divisional point with round-house and repair shops, and requires additional importance from being the center of and shipping point for large cattle and coal interests. The town has a population of 1,000 with several churches, a hospital and other public buildings. It is located on the broad and beautiful South Saskatchewan river, which we cross on a steel bridge over a thousand feet long and is navigable for steamboats some distance above and eight hundred miles below. On the bars of this river gold is found in paying quantities. It is also an important station of the "mounted police," six-foot British soldiers, straight as an arrow, who wear tight fitting regulation pantaloons and policemen's white hats, with huge hat bands and chokers. Large beds of lignite, also coal and iron mines, are abundant in this neighborhood.

At Dunmore, a station nine miles beyond, a branch of the Canadian Pacific railway leads to extensive collieries at Lethbridge, 110 miles southward near the border, where are important bituminous coal deposits owned by the Canadian Pacific, which has expended over a million dollars in its development. Lethbridge is a town of 2,500 population. Connection with the United States is made by the Great Falls and Montana railway at Lethbridge. Here is the "Blood" Indian reservation and near Macleod, only a few miles distant, is the "Peigan" reservation, both under the surveillance

of these preservers of the peace, the mounted police. A Dunmore, the extensive yards for the shipment of cattle, many of which are driven here from Montana. In fact, this town is supported by trade with cattle ranches and farms, and a Canadian experimental farm is located here, where not only capital crops are raised, but also valuable horses and cattle are bred. The town is a mounted police station and not far away is a Cree Indian village.

We are now crossing the high broken country known here as the Cypress Hills, and to the right, far away southward, are the Cypress Hills, which rise gradually to the altitude of 3,800 feet, and which are covered with fine timber. It is difficult to conceive of a better stock country. The grasses are peculiarly adapted to fattening both horses and cattle; the valleys and groves give ample shelter, and the numerous streams flowing out of these Cypress Hills yield an excellent water supply at all seasons.

THE SPORTSMAN'S PARADISE.

As we proceed, the railway passes through several experimental farms—one at Maple Creek, another at Maple Lake, and also Goose Lake, besides Swift Current, all within a hundred miles. Of these I will speak later. We are now entering a very paradise for sportsmen. The lakes become more frequent. Some are fresh water and others alkaline. The latter have no outlet and are dark red in color, resembling beds of foliage. Some have white centers and edges dark red. They are found mainly on rolling land. Water fowl sometimes blacken the shores of these lakes and ponds; long white lines of pelican disport themselves along the shores; wild geese, cranes, ducks, of a dozen varieties, snipe, plovers and curlew, all common throughout the prairies, are found here in myriads. Prairie chickens are abundant on the high ground and antelope are common on the hills. Porcupines and jack rabbits are also in abundance. Along the creeks are fine meadow lands and numerous mowing and reaping machines were in use as we passed by.

MORE INDIANS.

Maple Creek is the shipping point for the extensive horse and cattle ranges in the Cypress Hills, and another agency for these Blackfoot Indians. Here is another post of "Mounted Police," or red coats, looking after the large encampment of Crow and Blackfoot Indians nearby. These tribes are represented on the station platform by several of the highest grade, degree, squaws and puposes—the squaws in crouched positions or eagerly selling polished buffalo horns or ox horns, pipes and trinkets, for tobacco and silks. They are a picturesque looking lot, but dirty withal. They have no conscience as to the genuineness of the buffalo horn which they offer for sale. Any polished ox-horn will do well enough for the tourist trade. They appear shy and will hide their heads from amateur photographers until paid to pose, which they will do for a "half dolla."

On leaving the station we get a slight view of their encampment a mile or so away. Here are tall, conical "teepees" of well smoked clothes and skins; Indians in blankets of brilliant colors, hundreds of ponies feeding in the rich grasses; surrounded by a line of graceful trees, beautiful because of their rarity, all making, with the dark Cypress Hills rising in the distance, a picture most novel and striking.

Swift Current is located on a swift flowing stream and is another railway divisional point. Here is the principal sheep farm of the Canadian Agricultural company where thousands of sheep are feeding on the "bunch grass," like pebbles on the seashore, and guarded by mounted shepherds and dogs. The company's buildings are commodious and well equipped. A large crop of wool is shipped from here to Europe yearly.

Here is a large creamery devoted exclusively to making cheese. Canadian believe the best of all cheeses, which claim was duly established at the World's fair at Chicago in the 2,200 pound cheese, which every year is the highest award. The Canadian government has erected here a meteorological observing station.

LARGE SCALE FARMING.

At Rush Lake, in a twenty miles further run, is another of the company's farms. I should mention that these ten farms aggregate 105,000 acres. Eight we pass on the train, which makes stops sufficient to observe them. Each comprises an area of 10,000 acres, and it is the policy to have 4,000 acres under cultivation at each point. Rush Lake is a large body of fresh water, and a favorite resort for water fowls, where myriads of swan, geese, ducks and pelicans congregate. Within fifteen miles, near Morse Station, is a salt lake, where antelopes are found, also coyotes and prairie dogs. Soon we enter the basin of the "Old Wives" lakes, extensive bodies of water having no outlet and consequently alkaline. The incrustations on their shores glisten like frosted silver in the sun. The country is treeless for more than 150 miles, but the soil is excellent nearly everywhere. The prairies here are marked in all directions by old buffalo trails and scarred and pitted by their "wallows," while bones of the vanquished can be seen piled up at the different stations awaiting shipment. A buffalo is a rare sight now, and he must be looked for further north, where he is known as the "wood buffalo."

After an hour we roll along with little change in the aspect of the country. It is virtually treeless for 200 miles and this with the short buffalo grass, the prairie is a landscape as desolate, barren look, though it is far from desolate; still, "it has no feature but intensity and no character save loneliness."

QUEER NOMENCLATURE.

Reaching Moose Jaw we find another railway divisional point at an altitude of 1,725 feet, and a population of 1,000. Moose Jaw—"what's in a name?" This name is an abridgement of the Indian name of this place, which was translated, in "The creek where the white-man-mended-the-cart-with-a-moose-jaw-bone." Lovers of the beautiful in aboriginal names may realize that the place was named Moose Jaw on account of a mighty battle where in the hands of a brave a moose jaw had done as effective work as an instrument of destruction as a ramson did with the jaw bone of an ass. Fine specimens of this great Cree nation, painted and blanketed, are hanging about this and other stations. They are not found in great numbers as we expected, though their reservations are near at hand. We saw fewer in this country than we found on the line of the Northern Pacific in Montana, although the two tribes, Cree and Blackfoot, number several thousands each, and are said to outnumber any two tribes in the United States.

Eight miles eastward from Moose Jaw is Pasqua Junction, where a branch line extends southward to the international boundary where connection is made with the Soo Line, through North Dakota and Minnesota, to St. Paul and the western middle states. At Pasqua we parted with some of our distinguished company: Receiver Payne and Judge Jenkins and families of the North Pacific railway; President J. J. Vest and family, of B. C. R. & N. Ry.; Dr. J. F. Forse and family, of St. Paul and Minneapolis, also homeward bound from Alaska; also Vice President W. G. Parry, of R. I. & Pac. Ry., and his party, their private cars having heretofore been attached to our train; also Vice President Stevenson and family, who were enjoying the courtesy of President Van Horne, of the Canadian Pacific Railway, in his luxurious private car. The train, a thirty-three-mile run through a broken prairie country brings us to Regina, the capital of the Northwest

territories, embracing the four provinces of Assiniboia, Alberta, Saskatchewan and Athabasca. Here the legislative assembly of these territories holds its sessions, and here is the residence of the lieutenant-governor, and the capitol building. The town seems set down on an apparently boundless plain and has yet a rather straggling front look. It is a busy place, an important center of trade and "one of the cities of the future." It is the distribution point for the country far north and south. A branch of the Canadian Pacific railway extends northward toward Prince Albert, the most northern town in the Province of Saskatchewan.

Regina is the headquarters of the "Northwest Mounted Police," consisting of one thousand men and fifty officers under the command of Colonel Herchmer, commissioner of N. W. T. M. P. The barracks, officers' quarters, offices, storehouse, and imposing drill-hall, taken together, make a handsome village. The headquarters of the police are located alongside the Canadian Pacific railway track, about three miles from Regina. The barracks, from the point of accommodation, could not be surpassed. Forty or fifty wooden buildings at short distances apart extend over a grass-covered square. Artistic effect has not been overlooked for native maple and flower gardens greet the eye at every turn. On the south side of the square fronts the prison where Louis Riel served his last days. At the rear of this building still stands the scaffold from which the half-breed leader was swung into eternity. The Commissioner (Colonel Herchmer) directs the movements of his force from Regina. He is a thorough officer, having served with distinction in the British army. In a new country like this, the necessity of ruling with a firm hand is imperative.

AN INTERESTING STUDY.

Every traveler should stop over a day and visit the barracks. The colonel courteously shows all interested visitors through them. The men's quarters are comfortably fitted up. Here are canteen and recreation rooms, where billiards and other games may be indulged in. Nearby is the riding school and gymnasium, a building nearly as large as the Montreal drill shed or like Madison Square Garden, N. Y. The officers' quarters are equal to any in the regular United States or Imperial service. Here Inspector Starnes and Assistant Search disperse gracious hospitality to all our visitors. Moments of recreation here are few.

The colonel takes pardonable pride in his method of dealing with the tramp nuisance. It is said that tramps in the Dominion freeze in winter and in summer, emigrate to America. Orders have been issued to every divisional commander to arrest all suspicious characters who refuse to work and if they cannot give a satisfactory account of themselves they are tried for vagrancy and sent down to hard labor. Any polished ox-horn will do well enough for the tourist trade. They appear shy and will hide their heads from amateur photographers until paid to pose, which they will do for a "half dolla."

DRAMATIC GOSSIP.

William Redmond has revived W. S. Gilbert's "The Sorcerer" at the Grand Opera House. Herbert Gresham has succeeded George Clarke as stage manager at Daly's theater. "Lorraine's" "chatterbox" has been one of his earliest works recently revised. "Alexandria's" "malady" is incurable, and its fatal termination was expected at an early day.

John H. H. American tour will commence at Montreal November 1st, under management of C. T. H. Holmes. With a view to the work and if they cannot give a satisfactory account of themselves they are tried for vagrancy and sent down to hard labor. Any polished ox-horn will do well enough for the tourist trade. They appear shy and will hide their heads from amateur photographers until paid to pose, which they will do for a "half dolla."

Sir Henry Irving intends to revive "The Iron Chest," "The Gamester," "The Corsican" and "Julius Caesar."

Bertha Welby has formulated plans for the adoption of "pink-day" costumes by members of the "Pink Day Women's League." Ellen Terry has been compelled to adopt eyeglasses while off the stage. Her nervous trouble is accountable for a falling north of sight.

Anna Boyd, the original widow in "A Trip to Chinatown," plays the part of an East Side southern belle in the farce comedy, "The Nancy Hank." Murray Carson, one of the authors of "Rosemary," is reported that he was coming here in the support of Olga Nethersole.

Minnie Madden Pliske, who is soon to go off on an all-winter tour, has for new pieces in her repertoire "The Right to Happiness," a French work adapted by Margaret Merrington.

Cora Truitt Potter and Kyrle Bell are reported to have done well in Australia, where they played "La Tosca," "Cagliostro," "David Garrick" and "As You Like It."

The play produced in Chicago as a new work by Henry Gray Carlton and called "Two Men of Business" was at once recognized by the reviewers as "The Princess" slightly altered.

That this would be Maud Adams' last winter with John Drew was announced some time ago in directions by Charles Frohman will send her out at the head of a company with a new play has been assigned.

There's no question of the wholesomeness of the food prepared with vegetable oil. The healthfulness of the animal fat obtained from the hog is—and always has been—questioned. Hog & Cholera in Cottolene. Those who eat food prepared with Cottolene have nothing to fear. It is a pure vegetable shortening, free from the unwholesome greasiness of lard. The housewife who is seeking the purest and most economical shortening, will find it Sold everywhere. The genuine has trade-marks—"Cottolene" and steer's head in cotton-plant wreath—on every tin. THE N. K. FAIRBANK COMPANY, Chicago, New York, Philadelphia, Pittsburgh.

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All bids should be addressed to The Spring Brook Water Supply Company. The company reserves the right to reject any or all bids and all bonds for which bids are accepted are to be paid for within five days after Oct. 28th. The officers and directors of the company are as follows: L. A. Watres, President, J. Rogers Maxwell, Pres. C. R. R. of N. J. Geo. F. Baker, Pres. 1st National Bank, N.Y. C. D. Simpson, W. F. Hallstead, Gen. Man. D., L. & W. H. R. T. H. Watkins, Secretary, John Welles Hottenback, Robert C. Adams, Treasurer, Morgan B. Williams.

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