

Canadian Life *and* Resources

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GATHERING FLAX

NOV. 1907
Vol. V. New Series No. 11

"The Nineteenth Century was the century of the United States;
the Twentieth Century will be Canada's century."

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RESOURCES PUBLISHING CO., Limited,

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MONTREAL, CANADA

1907

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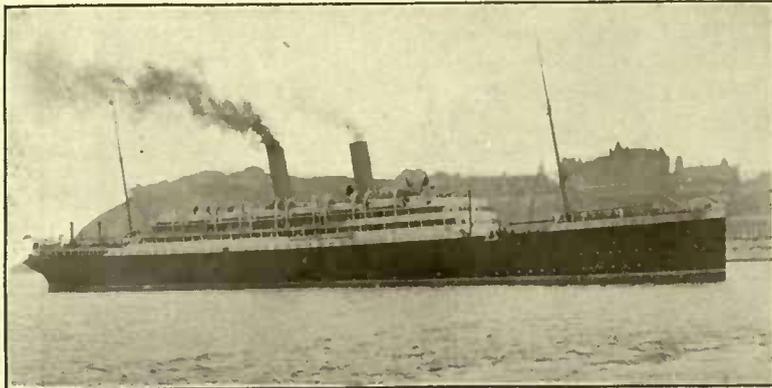
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- No. 2.—S.S. "Lake Erie" - - - " 23
- No. 3.—R.M.S. "Empress of Ireland" - " 29
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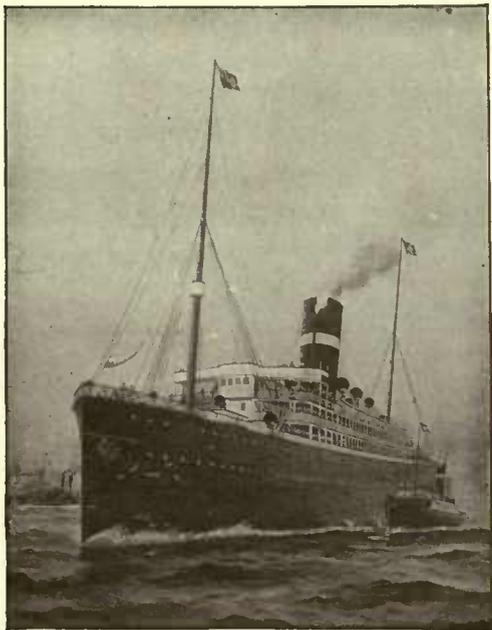
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From Liverpool	Steamers	From St. John	From Halifax
Thurs. 14 Nov.	TUNISIAN	Sat. 30 Nov.	6.00 p.m.
Fri. 22 "	*VICTORIAN	Fri. 6 Dec.	12.00 noon
Thurs. 28 "	IONIAN	Sat. 14 "	6.00 p.m.
Fri. 6 Dec.	*CORSIKAN	Fri. 20 "	2.00 p.m.
Thurs. 12 "	*GRAMPIAN	Sat. 28 "	4.30 p.m.
Fri. 20 "	TUNISIAN	Fri. 3 Jan.	11.00 a.m.
Fri. 3 Jan.	*IONIAN	Fri. 17 "	1.30 p.m.
Fri. 10 "	*CORSIKAN	Fri. 24 "	4.00 p.m.
Fri. 17 "	*GRAMPIAN	Fri. 31 "	8.00 a.m.
Fri. 31 "	*TUNISIAN	Fri. 14 Feb.	8.00 a.m.
Thur. 6 Feb.	CORSIKAN	Sat. 22 "	3.30 p.m.

* Royal Mail Steamers.

THE Allan Line in announcing their sailings for 1908, as per schedule appended, reminds their friends of a few salient facts.

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 - The Allans were the first to build steamers with covered-in or protected deck. Now they are universal.
 - The Allans were the first to adopt the turbine engine for ocean going steamers—Victorian and Virginian, each 12,000 tons. Now they are being followed by other Lines—the King's yacht, Battleship Dreadnaught, etc., etc.
- The aim of the Line has been to lead in every improvement for the safety of the ship and the comfort of the passenger. Three new steamers have been added in 1907-08—Corsikan, Gramplan and Hesperian, aggregating 31,000 tons, making a total tonnage of 175,000 tons.
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- Time of passage from port to port, 7 to 8 days. For passage apply to any Agent, or

H. & A. ALLAN, Montreal.

Canadian Life and Resources

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No. 11

NOVEMBER, 1907

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A. H. CLAPP, Business and
Advertising Manager
W. B. S. SMITH, Editor

We Want Photographs

CANADIAN LIFE AND RESOURCES is widely known as the publication which gives the best picture of Canada and Canadian life. It does this, largely, by means of its illustrations. Now, we want to increase the number of these—we want to show scenes in every part of the Dominion—but we cannot have staff photographers all over our immense country. Hence, we are trying to enlist the aid of all who have cameras, from Halifax to the Yukon. Every man or woman with a camera has, probably, some scene daily under his or her eyes which would be of interest to people abroad or at the other end of Canada.

We will pay good prices for any photos which we accept and we will return any photos not used. A short description should be written upon the back of each photograph, telling what it represents.

As "Solio" prints give the best results for half-tones, pictures on this paper will be preferred.

Resources Publishing Co., Ltd.

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MONTREAL, CANADA

About Ourselves

WITH the growth of the West the solution of the transportation problem becomes each year more and more pressing. Every additional mile of railway across the prairies means more land under cultivation, and wider fields means more grain to be carried to the seaboard for shipment to the Motherland. Within a few years a second transcontinental line will be in operation but it is doubtful if the two will afford a sufficient outlet to the West of the near future. This has brought into consideration the possibilities of the Hudson Bay Route as an auxiliary outlet to the vast area that stretches westward from Winnipeg to the Rocky Mountains and extends far north of the existing lines of railway. In this issue our readers are given a summary of the most reliable information respecting the possibilities of the Hudson Bay Route and the character and resources of the northland lying between the prairie provinces and the great inland sea. Here are possibilities of a great transportation scheme which within the next few years the Canadian people will be called upon to work out.

In connection with this article two maps are reproduced—one of the railway route to Hudson Bay and the other of the harbor at Churchill which in all probability is destined to become at no distant date a point of export for the great central West. These maps will aid our readers in obtaining an intelligent view of the question and together with the article will give the information asked for in private letters by many of our subscribers.

Ever since the Grand Trunk Pacific Railway Company decided to build their line through the Rocky Mountains by way of the Yellowhead Pass there has been a general desire on the part of the public to learn something about this northern route from the prairies to the Pacific Coast. Almost half a century ago the Pass was traversed by two English explorers, and in our article will be found quotations from their fascinating account of the journey. The remarkable point of their observations is that they foresaw that in years to come the Pass would afford an excellent route for a railway to the Pacific Coast. What those travellers foresaw has come to pass, and where they toiled so slowly and with such hardship and danger construction gangs will soon be building a steel highway.

In this issue will also be found besides the regular features, an account of Captain Bernier's recent voyage of exploration in the "Arctic" to the northern fringe of this continent; also an article describing railway development on Vancouver Island.

In our next issue—that of December and which will complete our fifth volume—considerable space will be devoted to Christmas matters consisting of stories, descriptions of Christmas in the railway construction camp and on the frontier, Christmas poetry and Christmas illustrations. It will be devoted to the holiday life of the Canadian people and we hope to make it the best number of the year.

It has been our constant desire to serve our readers in every issue of the magazine to the best of our ability and that some measure of success has attended our efforts is shown, we think, by our steadily growing circulation which almost unsolicited continues to increase month by month.

But a little co-operation on the part of our subscribers would enable us to advance more rapidly and develop faster than will be possible if unaided by them. Nearly every subscriber has one or more friends who would subscribe for the magazine if it were brought to their attention. A subscriber could without trouble secure these readers for us. He would assist in increasing our circulation and in developing the magazine and at the same time earn a handsome commission on all business so secured. Will our subscribers who are pleased with CANADIAN LIFE AND RESOURCES give us a hand in developing the magazine?

SWORN AVERAGE MONTHLY CIRCULATION

12,876

Our Bureau of Information

THIS department of the paper was started in 1903 to deal with the numerous enquiries received at the office as soon as the first issue of the paper was published. For a small sum, to cover outlay, we send to any enquirer the following:

(1) Official reports of the Federal or Provincial Governments, including maps and reports of the Geological Survey;

(2) Information about the mineral, agricultural, timber, fishing, water-power and other resources of the country;

(3) Information upon the best districts for settlement and home-steading in Western Canada, Quebec and Ontario;

(4) Desirable locations and sites for manufactories and business enterprises in Eastern and Western Canada.

Enquiries for information upon any of the above subjects should be accompanied by the nominal fee of twenty-five cents to cover postage, etc.; the Government reports will be supplied free or at actual cost.

Personal enquirers can often be given more explicit information, as they can state their requirements more clearly in an interview than by letter. In either case CANADIAN LIFE AND RESOURCES can usually give, at all events, the preliminary facts required.

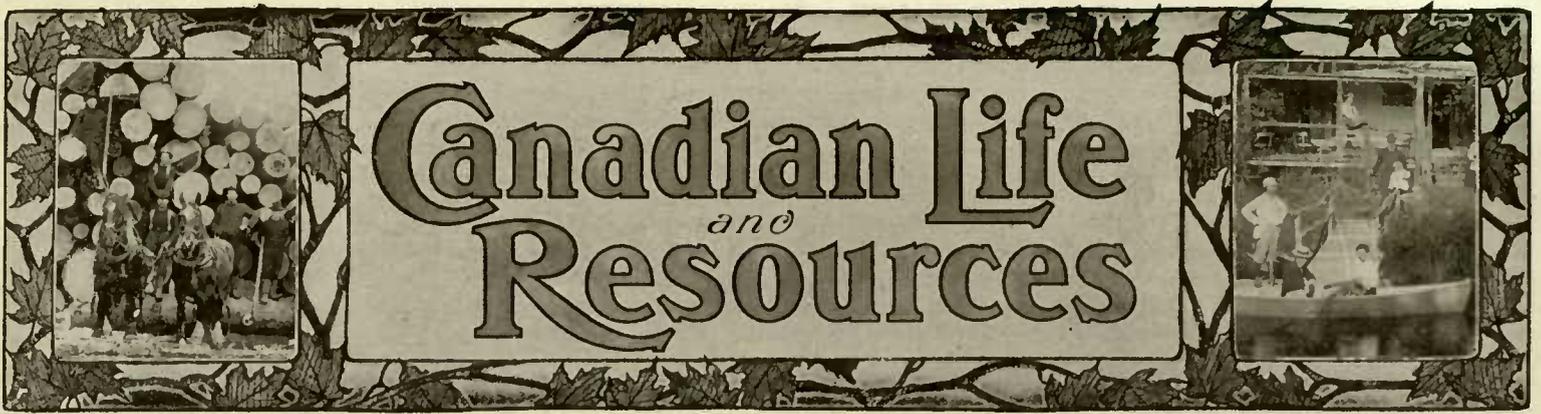
Resources Publishing Co., Ltd.

Beaver Hall Hill

MONTREAL, CANADA

To Contributors

THE editor will be glad to receive illustrated articles depicting the life and resources of Canada. Articles must not be more than one thousand words in length and should, if possible, be accompanied by original photographs. It is absolutely necessary that a description of every picture and the name and address of the sender should be written plainly upon the back. Fair prices will be paid for all material used and everything sent in will be returned if desired. The name and address of the author must appear upon every article submitted. Short stories will be carefully considered.



Vol. V. NEW SERIES No. 11

Montreal, November, 1907

PRICE, TEN CENTS
ONE DOLLAR A YEAR

THE STORY OF THE MONTH

A SUMMARY OF CANADIAN AFFAIRS

AT HOME

DURING the latter part of the month notice was given that the Federal Parliament would meet on Thursday, November 28th. This will be the fourth session of the present Parliament, the tenth since Confederation, and in all probability it



CANADA'S ENVOY TO JAPAN.

The Hon. Rodolphe Lemieux who is now on his way to Tokio to solve the Japanese immigration problem.

will be the last. For this reason alone it will be important. As the session will be followed by a general election each party will endeavor to bring especially to the attention not only of Parliament but of the whole country the claims of their respective policies and very keen discussions may therefore be expected. Both leaders are in excellent health and fully prepared for the contests before them. One question that will come to the front during the approaching session is that of Japanese immigration. A policy of exclusion will be strenuously advocated by the members from the Pacific Coast but the action of the Government with respect to this difficult question will depend upon the success of the mission of the Hon. Rodolphe Lemieux now on his way to Japan where he expects to effect a satisfactory arrangement with the Government of the Mikado respecting the limiting of the number of the latter's subjects migrating to Canada.

CANADIANS will await with deep interest and concern the results of Mr. Lemieux's mission to Tokio, and the universal wish not only in this country but in the Motherland as well, is that it may be crowned with success. That it would not be well for Canada to have the great Pacific Coast Province overrun by Asiatics is generally admitted but that they should be entirely excluded is undesirable. There a great country of vast resources

awaits development but in order to hasten and in many cases to inaugurate that development more labor is required. In order to secure it within a reasonable time increased immigration into British Columbia must be secured, preferably, of course, immigration from Great Britain and Ireland; and every effort should be put forth to bring to Canada's broad, unoccupied acres British people whose migration to this country means only a transfer of population from one to another part of the Empire. But a 'reasonably restricted' Japanese immigration might furnish a much needed auxiliary supply of labor which, if wisely employed, would accelerate the development of the country and add to the annual production of national wealth. In sending Mr. Lemieux to negotiate with Japan the Government have made a wise choice. He is a man of ability, tactful and of most pleasing manner which counts for so much in matters of this kind. His long parliamentary experience has been tempered by the responsibilities of office; and best of all, he goes to Japan not only as a representative of the Canadian Government but as a subject of the British Empire, Japan's commercial friend and defensive ally.

THE visitor of the month has been Rudyard Kipling. During the past fifteen years thousands of Canadians have been fascinated by his stories and charmed by his stirring poems and picturesque ballads. They have thought of him only as one of the most original and successful literary men of the day, but during his flying trip across Canada and back another phase of this versatile man's mind and character has come to their attention, thrusting into the background for a time at least the poet and story-teller. At a number of places, particularly at Winnipeg, Toronto, Ottawa and Montreal, Mr. Kipling addressed gatherings of representative public men and before them he frankly and with deep earnestness discussed problems connected with Canadian politics but also bearing upon imperial affairs. One was the immigration of Asiatics. He spoke against their exclusion taking the position that in many parts they were needed in order to supply the coarser labor required for the development of the country. Speaking before the Canadian Club at Ottawa on this subject he said that at every step of his trip he had been struck by the cry for more help.

"I do not see" said Mr Kipling, "how the existence of that desire to exclude all labor and the desire to regulate all labor to the point of exclusion can, in the long run, lead to anything except to starve the body politic and fetter the mind of the nation. Still less do I see how it can in any way help the interests of a nation which ultimately must assume nothing less than the very headship of the Empire, as the Dominion eventually must do. . . . If you develop your state fabric on the line of a close and selfish corporation, that glory and that leadership will pass from you to some other nation that deserves it better, and with the glory will go the power, and with the power will pass prosperity and with prosperity, will pass your freedom."

THE Hon. W. S. Fielding, Minister of Finance, who negotiated the new commercial treaty with France, was banqueted on October 15th at Halifax, N. S. During the course of his speech on that occasion Mr. Fielding said that in the course of the negotiations Canada had been met by France in a generous spirit of give and take and he believed it was of mutual interest to both countries. Under the treaty Canadian trade had been conserved and the British preference under our tariff was not forgotten. He pointed to the treaty as a splendid example of the liberty, freedom and the advantages of the British colonial policy.

THE returns of revenue and expenditure of the Dominion for the first half of the current fiscal year give an idea of what the result of the transactions for the whole year will be. The revenue for the half year which amounts to \$50,034,708, is beyond general expectations and gives reason to think that when the year is completed on March 31st the total will not fall much under the record sum of a



(By courtesy of the Manitoba Free Press.)

THE VISITOR OF THE MONTH.

Mr. Rudyard Kipling leaving the C. P. R. transcontinental train on his arrival at Winnipeg on October 2nd.

hundred million dollars. The expenditure amounted to \$38,745,320, leaving a surplus of \$11,289,388 for the six months.

DURING the month the Hon. Lomer Gouin, Premier of Quebec, re-organized his cabinet by appointing the Hon. Charles R. Devlin, Minister of Colonization, Mines and Fisheries, the Hon. I. A. Taschereau, Minister of Public Works, and the Hon. W. A. Weir, Provincial Treasurer. Mr. Devlin was formerly a member of the House of Commons for Wright. For a number of years he was Canadian Immigration Agent in Ireland, a position he resigned in order to enter the British House of Commons. Returning to Canada a few months ago he was elected to the Canadian House of Commons for Nicolet where he will now seek election to the Quebec Legislature. He has had a wide experience in public life and he is an effective platform speaker and a resourceful and ready debater. Mr. Taschereau is a member of the Quebec bar; Mr. Weir has been Speaker of the Assembly and also Minister of Public Works.

THE twenty-sixth annual meeting of the shareholders of the Canadian Pacific Railway was held at the head office, Montreal on October 2nd. About sixty shareholders were present. The meeting only lasted forty-five minutes. The address of the chairman, Sir Thomas Shaughnessy, was a little longer than usual and the most interesting passages in it were those about the land holding of the Company and the number of men now on the pay roll.

"It is not easy," he said, "to give the tangible value of the Company's land assets, but it may be fairly assumed that, in the case of your agricultural lands, as sales are made and the area decreases, the value of the remaining lands will be enhanced, and, as a consequence, the 8,900,000 acres of the original grant still unsold will yield on the average a price per acre considerably higher than has heretofore been realized, without in any manner obstructing settlement or depriving your Company of the traffic advantages resulting from the cultivation of lands tributary to your lines.

Your lands in British Columbia are of a different character, their main value being in the standing timber and the possibility of large coal deposits, although there are some areas in the valleys suitable for cultivation. During the last couple of years a considerable demand has sprung up for these lands and the timber, and ultimately they will yield a handsome return. . . .

There are now in the service of the Company quite 74,000 officers and employees with a monthly pay-roll of \$3,700,000, and of the whole number of employees 70,000 are located in Canada. Estimated on the ordinary basis of five persons to a family these would represent 350,000 souls or more than one-twentieth of the population of the Dominion, and if there be added the men in rail and rolling mills, lumber mills, car and locomotive manufactories and other industrial establishments, who are engaged in the manufacture of material in large quantities for the purposes of the Company, I should say that one-fifteenth, if not one-twelfth, of the people of the country directly or indirectly receive their income from the Company."

If the opinion of the shareholders upon the con-

duct of the directors of this wonderful corporation can be judged from the behaviour of those present, it is that of complete satisfaction. Not only was there no word of criticism but not even a question of any sort was asked about the immense operations of the Company on land or sea. We imagine if the meeting were held in London like that of the Grand Trunk or in New York there might be considerable questioning of the directors. A little intelligent enquiry or even criticism would be beneficial to all interested. The C. P. R. is a splendid national success but there are points about it which are capable of improvement.



THE LATE REV. DR. POTTS,
Secretary of Education of the Methodist Church in Canada
who died in Toronto on October 16th

THE Methodist Church in Canada lost one of its most eloquent preachers and wisest administrators in the death of the Rev. Dr. John Potts who passed away in Toronto on October 16th. At the time of his death he was General Secretary of Education of the Church, and Treasurer of Victoria University. Born in Fermanagh county, Ireland, in 1838, he came to Canada in early life, was ordained in 1861, his first pastorate having been in London, Ont. He soon became one of the most powerful preachers of the day and was given charge of most important pastorates among them being that of St. James Church, Montreal, and the Metropolitan Church, Toronto. He was a man of

great energy, broad in his sympathies, kind and genial. He enjoyed the affection of the entire Methodist Church and the esteem of all people among whom he had lived and labored.

THE strike at the coal mines at Springhill, N.S., after lasting eleven weeks was declared "off" on October 11th, the men accepting the award of the Board of Conciliation.

ABROAD

CANADIANS will be pleased to hear of the success of Miss Kathleen Parlow, the young violinist who recently charmed the musical critics of Berlin, Germany. She is a daughter of Mr. Charles Parlow of Calgary, Alta., where she was born seventeen years ago. By special request of Queen Alexandra, Miss Parlow played before both the King and Her Majesty; she has also played before the German Emperor and other sovereigns of Europe. In Paris, the critics two years ago went wild over her, and, it seems, the pretty young girl is to rank as one of the world's famous violinists. Miss Parlow is tall, graceful, and of apparently delicate health, but she is quite strong nevertheless. Her mother was a fine piano player.

THE first report of the Western Canada Land Company, published recently, covers the period from February 6th, 1906, to June 30th, 1907. Of its 500,000 acres of land the company has sold 49,423 acres, for which it obtained £87,229, an average price of £1 15s. 3½d. per acre, leaving 450,577 still unsold. The report states that the company's agents were unable to begin active operations until late in the season of 1906, and were hampered by difficulty in obtaining titles from the Government, but the directors regard the result as satisfactory. The present year's crop is likely to prove, "exceedingly valuable to the farmers," and the prospects of sales of agricultural land are distinctly encouraging. A dividend of 5 per cent. is recommended, which will take £22,500, and leave £4,157 to be carried forward. The land sold at £1 15s. 3½d. per acre, cost £1 1s. 8½d., showing profit per acre of 13s. 7d., from which commission, etc., has to be deducted. If the company obtains no more than this for its remaining land, it will show a total profit of about £300,000, or nearly 70 per cent. on the company's subscribed capital. Better results are looked for, though the operations so far satisfy the directors.

THE Berlin Neueste Nachrichten predicts that the result of the negotiations proceeding between Germany and Canada will be the conclusion of a commercial treaty whereby Canada concedes the intermediate tariff she has already conceded to France. The Berlin newspaper remarks: "We shall be obliged to tolerate the exceptionally favorable treatment that Canada concedes to the Mother Country."



THE INTER-PROVINCIAL RUGBY FOOTBALL SEASON OPENED WITH MONTREAL'S VICTORY OVER THE TORONTO ARGONAUTS—THE TEAMS ARE HERE SHOWN FALLING INTO POSITION AFTER RECEIVING INSTRUCTIONS FROM THE REFEREE

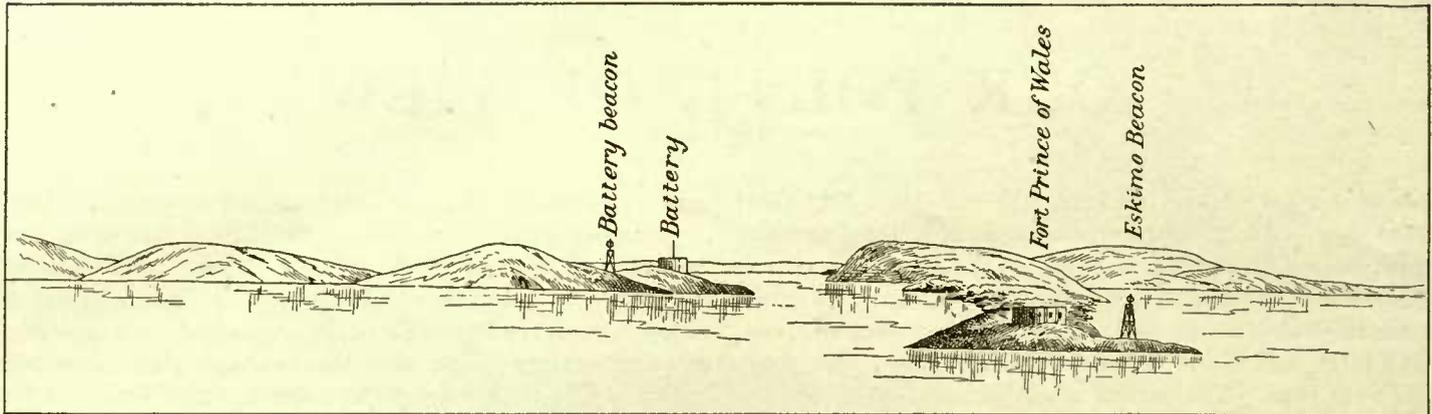
OUR POINT OF VIEW

IN one of our early issues we made the statement that there were then—in 1903—three great works of internal development before this country. That of first importance was the construction of another transcontinental railway further north than the Canadian Pacific. This work is now well under way and a large part of the western section ought to be ready for traffic next year. The second great national work was the construction of the Georgian Bay Canal, to complete nature's handiwork and give a passage from the ocean to the great lakes. We are now awaiting a Government report upon this gigantic enterprise and we have the fullest belief that before ten years have elapsed it will be an accomplished fact. The third work, and in some ways the most important of them all, was the Hudson Bay route. The lapse of four years has only tended to confirm our opinion then expressed, that each of these transportation enterprises was necessary and would be successfully achieved. About the Hudson Bay route you can now find five people in ten who believe in its possibility, where only one in ten could be found before. We have given considerable space in this issue to a resumé of the latest official report upon this project. As to the *need* for another ocean route for our western grain there cannot be any doubt. The yearly blockade of eastbound freight on all lines in Western Canada and the North-western States of the U. S. A. has given new life to the long-continued agitation for a short route to Europe by way of Hudson Bay. Already no less than six different charters have been granted in connection with the scheme. Its need is obvious. Naturally the nearer one gets to the Pole the shorter is the distance across the world. Thus, from Japan to Liverpool by way of San Francisco is fully eleven thousand miles. But the Vancouver-Montreal route takes a thousand miles off this. Going by Prince Rupert, the new Grand Trunk Pacific terminus, saves another seven hundred miles; and last of all comes the new projected route by way of Prince Rupert and Hudson Bay, which reduces the Japan-Liverpool journey from eleven thousand miles to 8,275 miles. It is estimated that a railway to Hudson Bay would move Liverpool two thousand miles nearer to Western shippers. For the last quarter of a century a line from Winnipeg to Hudson Bay has been mooted, but all projects have been foiled or hindered by one cause or another. Is the Hudson Bay route *possible* commercially? It cannot be proved so until a trial has been made, but we firmly believe it is. As the Government report points out, since 1670 seven hundred and fifty vessels, ranging from seventy-gun ships to ten-ton pinnaces, crossed the ocean, passed through the Straits and sailed the Bay in the service of the Hudson Bay Company. And only two were lost. A marvellous record, when it is remembered that all the crafts were sailers and most of them small and of rude construction and that the Bay and Strait afforded none of the modern accessories to navigation in the way of coast aids. The harbor of Churchill is one of the best in North America and it is a direct five hundred and fifty mile deep water sail from the western end of the Straits and free from ice almost half the year. Churchill is as near the central point of the wheat area as the centre of that area is to the head of lake navigation; and it is about the same distance from Liverpool as is Montreal. Hudson Bay itself, of course, is open all the year round. In a few years the Canadian Northern Railway will be connected with Port Churchill and then a trial of the route will be made. We believe absolutely in its practicability commercially and in five years time so will all the world.

DURING his flying visit to Canada, Mr. Rudyard Kipling made many speeches showing an insight and imagination rare amongst the British men of light and leading who visit us. His address to the Canadian Club at Victoria, B. C., in the middle of the month, was especially pleasing to us

as it expressed in eloquent language sentiments which have been repeated in words of less power and poetry but with the same meaning, often and often in these pages. Speaking upon the immigration question which agitates the mind of our fellow-citizens upon the Pacific Coast, he contrasted the happy condition of the Canadian people with that of the people of India he knows so well. He then went on to point out the difference between immigrants from the Orient and Continental Europe and those settlers of British origin. "In the one case the immigrants regard law as a monster," he said. "They are born and reared in the panic necessary to the race. It is not necessary to evolve an elaborate scheme of education to instruct the immigrant from Great Britain how to talk the English language or to teach his children the rudiments of citizenship. He knows that he may have to unlearn much, but at last he will have the same powers and possibilities as yourselves and follow the same ideas, even as your fathers did, along lines that you know well. He seeks only room to develop his powers and his capabilities, and this room, I conceive, is offered in your vast Dominion. It is possible that in your strength you may think that this is not an urgent question, but the time is coming when you will have to choose between the desired reinforcements of your own stock and blood and the undesired of races to whom you are strangers, whose speech you do not understand and from whose instincts and traditions you are separated by thousands of years. That is your choice. For myself, I think the time for making that choice is on you now." Like ourselves, he is not in favor of wholly excluding Asiatic settlers. At Ottawa he said upon this question: "I desire to correct an impression which has gone abroad of my speech at the Coast that I was in favor of excluding the Asiatics. I favor rather a careful selection of desirable immigrants. There is work to be done which the white man does not want to do, and which the yellow man will. Under these circumstances they should be allowed to do the work. I favor a preference for the British immigrants. They have the blood, the strain is known, and should the occasional settler not be well fitted to the soil, his offspring would be." Better, said Mr. Kipling, to have a poor horse from good stock than a good horse from poor stock. There would be danger of reversion in his successors to the bad stock. The Englishman is known and proved. He will make a good settler for the future.

He will. We have said so time and again. The future of this country is largely in the hands of those responsible to-day for our immigration laws. The result of the influx of low-class European settlers into the United States can be seen daily in the slums of the great cities across the line and in the state of crime and lawlessness which there prevails. Keep this an Anglo-Saxon country is our demand. Do not sell your national birthright for a mess of Italian pottage. Sir William Van Horne will tell you that unless he has Italian laborers he cannot lay all the new track he has planned. Never mind. Let our motto be slower if surer. Better keep our country of pure stock even if material development is at a little slacker pace than purchase greater immediate gain at the price of the pollution of the national blood. The capitalists, of course, are all for unrestricted immigration and we hear even public officials talk as though if a man can lay sidewalks and rails in business hours it is of little account that he may be a criminal after six p. m. Look to it, people of Canada—now is the acceptable time. Do not shirk the issue. Aim to keep this an Anglo-Saxon country. Do not encourage Continental European immigrants—put your incoming settlers through a fine sieve—reject the physically weak, the morally deficient, the pauper. We have reached the time when we can do this. This year we shall have received 200,000 immigrants. We can now pick and choose. As Mr. Kipling said, the time to make a choice is upon us.



VIEW OF CHURCHILL HARBOR FROM THE MASTHEAD—BATTERY BEACON, S. $\frac{1}{4}$ E. $2\frac{1}{4}$ MILES. From sketch by Lieut. A. R. Gordon, R.N.

THE HUDSON BAY ROUTE

A PROBABLE AUXILIARY OUTLET TO THE GREAT GRAIN AREA OF THE CANADIAN WEST

“IT is clear that Hudson Strait and Bay afford a safe commercial route to Europe for at least three months in the year, from towards the end of July to about the end of October. It would not be a feasible rival route to that via Montreal, but it would be an adequate subsidiary one—a means of relief from grain blockades such as now endanger the continued development of the West.”

After a thorough examination and careful weighing of the evidence bearing on this question, furnished not only by the records of the early explorers and the traders of a later day, but also that gathered by Government expeditions sent in recent years to obtain accurate and reliable information respecting the navigability of those waters, Mr. J. A. J. McKenna has come to the above quoted conclusion. The facts upon which that conclusion is based, arranged in the form of a report on the Hudson Bay route, has recently been issued by the Minister of the Interior.

Offering a solution of one of the national transportation problems of the day this “compilation of facts with conclusions” deals with a subject of vital importance, and besides it throws much light upon the climatic conditions and general character of the northern hinterland of the Dominion.

So far as the purposes of their trade required the Hudson Bay Company two hundred years ago demonstrated the navigability of the Bay and the Strait connecting it with the Atlantic Ocean. During their two centuries of monopoly they sent to those waters seven hundred and fifty vessels

ranging from seventy-gun ships to ten-ton pinnaces. During all those years only two vessels were lost, a remarkable record when it is borne in mind that all were propelled wholly by sail and that most of them were small and of rude construction. In 1782 the French Admiral La Perouse brought a seventy-four-gun

line of battleship and two frigates of thirty-six guns each to the mouth of the Nelson River.

The testimony of later navigators supports the view that the Hudson Bay route is not only possible but quite practicable.

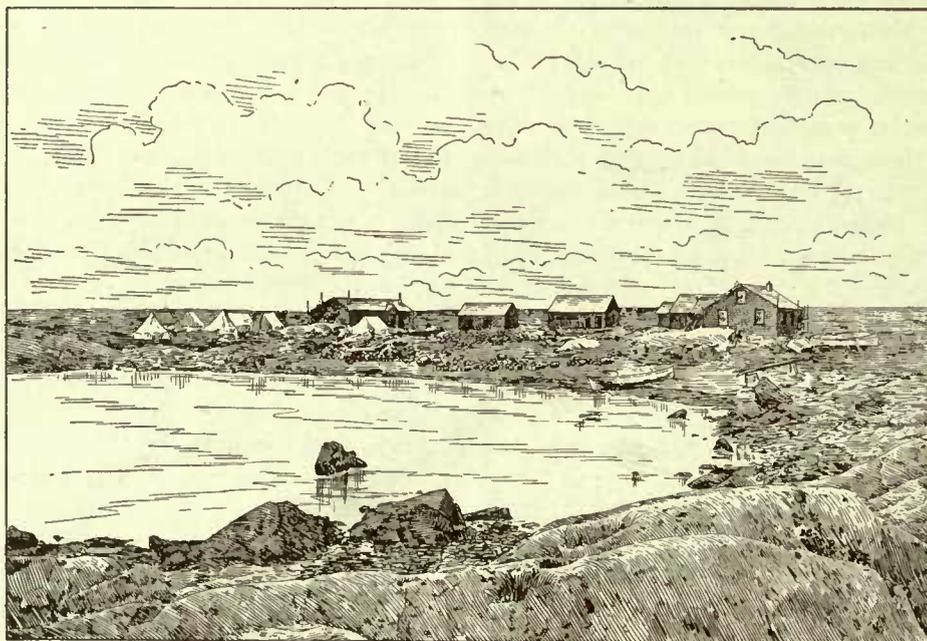
Walter Dickson, who was twenty years in the service of the Hudson Bay Company about the Bay and Strait, expressed the belief that they could be navigated for five months in each year.

Captain Colin Sinclair, who was brought up at York Factory, and who navigated these northern waters for six years, passed through the Strait on a sealing voyage as early as April and saw no ice. He was confident that there was “no unusual danger or difficulty in the navigation of the Bay and Strait.”

Captain Silsby, a practical man, engaged for many summers in Hudson Strait and Bay, wrote in 1884: “My experience tells me that navigation by steam is entirely practicable for four months in the year, namely, July, August, September and October, and in many years the most of November.” He saw no reason why steamships could not make excellent speed on that

course to and from Europe for four months certainly in the year and in open winters for five months.

The most important testimony is that given by scientists and navigators sent to the Bay for the express purpose of studying conditions prevailing there. One of the most notable of these is Dr. Robert Bell, F.R.S., Chief Geologist of the Geological Survey of Canada. He spent much time in and about Hudson Bay making scientific observations, and his conclusions respecting the navigation of those waters may be thus summed up: The



From photo by Mrs. J. D. Moodie.
THE BARRACKS—R. N. W. M. POLICE—CHURCHILL

Bay is open all the year round; and there does not seem to be much evidence that the Strait is entirely closed at any season. The great width and depth of the Strait, and the strength of its tides, probably keep it open all winter. From all that he could learn or observe, there appeared reason to believe that the Strait

and Bay might be navigated and the land approached by steamships during an average of over four months each year, or from the middle of June till near the end of October.

Commander Wakeham, who had charge of the expedition that in 1897 visited Hudson Bay, fixes "the date for the opening of navigation in Hudson Strait, for commercial purposes, by suitable vessels, at from the 1st to the 10th of July. I consider that navigation should close from the 15th to the 20th of October."

Mr. A. P. Low, F.R.G.S., now Director of the Geological Survey, accompanied the expedition of 1897. During the following summer he again passed through the Strait in the steamer "Erik." He commanded the "Neptune," which was chartered by the Dominion Government for the expedition of 1904-5. He made a careful study of conditions and he states clearly his conclusions as follows: "The period of safe navigation for ordinary iron steamships through Hudson Strait and across Hudson Bay to the port of Churchill, may be taken to extend from the 20th July to the 1st of November. This period may be increased without much risk by a week in the beginning of the season and by perhaps two weeks at the close."

With the Hudson Bay and Strait safe for at least three months each year to ordinary commercial shipping, a new and in some very important respects a superior outlet for the trade of the central Canadian West at once suggests itself. Geography is wholly in its favor, giving it advantages that can never be lost and perhaps not seriously rivalled.

That the West needs another outlet is fully recognized by those most familiar with conditions prevailing in the prairie country and who can foresee what the future has in store. As grain-growing increases the solution of the transportation problem becomes more pressing. Every mile of new railway increases production, for it opens up new country and results in grain being grown where none was grown before. The construction of the Canadian Northern Railway added to the output and created a traffic that now overtakes its carrying capacity. A similar result will follow the construction of the Grand Trunk Pacific. As our grain crop grows so must other industries. Last year some one hundred and thirty thousand head of cattle reached the Winnipeg stock-yards, and eighty-six thousand were carried to the seaboard. More than two million tons of freight were shipped out of Fort William harbor.

It is therefore held that a larger outlet to the ocean is necessary for the West in order that transportation facilities may keep pace with development and production.

Hudson Bay, the great inland sea of the continent, extends far southward towards the wheat area of the Canadian West, and Fort Churchill on the western shore of the Bay is as near the centre of that area as is Fort William on Lake Superior. Churchill is 2,946 nautical miles distant from Liverpool, while the distance from Montreal to Liverpool by the way of Cape Race and around the south end of Newfoundland is 2,927 miles, and by way of the Strait of Belle Isle not quite two hundred miles shorter. Churchill on Hudson Bay and Montreal at the head of steamship navigation on the St. Lawrence River, are almost equally distant from Great Britain. Churchill and Fort William being about equally distant from the centre of the wheat area and Churchill and Montreal being about equally distant from Liverpool, it follows that the Hudson Bay route is shorter than that by way of the St. Lawrence to the extent of the distance between Fort William and Montreal, which by rail is one thousand miles. As will be seen by the table of distances given on the map to be found on pages 16 and 17 of this issue, the Hudson Bay route will effect an average saving of 967 miles in rail transportation for Manitoba, Saskatchewan and Alberta.

"There can be no question," concludes the report on this point, "that, if the route via the Bay and the Strait be feasible, it should be availed of; for its utilization would effect an average shortening of a thousand miles in the distance between the wheat fields of the West and the Atlantic seaboard, without increasing the ocean distance to the world's market."

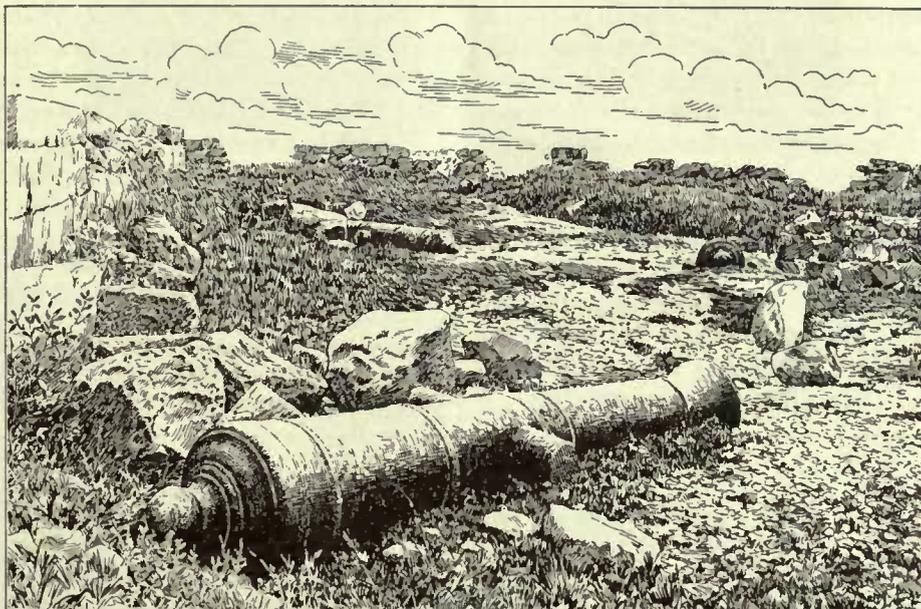
In order to give the western wheat area an outlet by way of Hudson Bay, it will be necessary to build less than five hundred miles of railway. Years ago provision was made for the construction of such a line. A charter was secured and a large land grant was given the company. Part of the work has already been completed. The line is now built from Winnipeg to Erwood in Northern Manitoba and an extension to Le Pas on the Saskatchewan River is in course of construction. From Le Pas to Churchill, a distance of 474 miles, the route of the proposed line runs northward with a slight general bearing to the east, following in part a number of water-courses and passing through a country which although far beyond the limits of present settlement, has been fairly well explored and its character pretty well

ascertained. About due north of Lake Winnipeg and half way to Churchill, the Nelson River widens into an expanse known as Split Lake. The region south of this lake was explored last season by Mr. Wm. McInnes of the Geological Survey. He found but little timber of merchantable size and no hard wood, but there is an abundance of black spruce suitable for pulp-wood.

Photo by Dr. Robert Bell.



RUINS OF FORT PRINCE OF WALES—CHURCHILL—FROM THE WEST.



RUINS OF FORT PRINCE OF WALES—CHURCHILL.

From photo by Mrs. J. D. Moodie.

"Twenty-one miles down the Nelson River," writes Mr. McInnes, "the Hudson Bay Company maintain a fur-trading post known as Norway House, situated on a large island in Playgreen Lake. Here Mr. McTavish, the Chief Factor in charge of the district, cultivates a large garden where, on the 10th of June, peas, beans, beets and other vegetables were well started. Wheat has been successfully grown here as well as at Cross Lake further down the river. There are many tracts of land along the river suitable for cultivation. Below Cross Lake no land is under cultivation until Split Lake is reached, just north of latitude 56 degrees, where the postmaster for the Hudson Bay Company raises potatoes and the commoner garden vegetables."

Extending westward from the valley of the Nelson River to Burntwood Lake Mr. McInnes found an area of 10,000 square miles of heavy clay soil, free from boulders, and promising agricultural possibilities.

Another member of the Geological Survey recently explored the country between Split Lake and Hudson Bay. He reports that there would be no great difficulty in securing a good route for a railway to Churchill. There are a number of other reports on the country and the projected railway route, and from a study of them all this conclusion has been arrived at: "It would seem that, after the Saskatchewan is spanned at the Pas, the construction of a line of railway to Churchill would not be unusually difficult or expensive. And from the reports it would appear that there are in the intervening country stretches of fair timber and waters replete with fish; that in a part of it wheat has been grown, and that vegetables commonly thrive."

Hudson Bay, 1,000 miles in length with a maximum width of 600 miles, has an area six times that of the Great Lakes and more than half of that of the Mediterranean. Its northern part is in about the same latitude as the Highlands of Scotland, and Moose Factory, on the southern shore, is farther south than London. The temperature of the water is several degrees higher than that of Lake Superior. The Bay may be regarded as a vast basin of comparatively warm water, which doubtless has a mitigating influence on the winter of the surrounding country.

Of the resources of the Bay and the surrounding country that afforded by the fur-bearing animals is best known. To this must be added the whale-fisheries which annually produce large returns. Of the undeveloped resources the most important are the soil, timber and minerals. Writing of these Dr. Bell of the Geological Survey says: "To the south and the south-west of James Bay, in the latitude of Devonshire and Cornwall, there is

a large tract in which much of the land is good, and the climate sufficiently favorable for the successful prosecution of stock and dairy farming. A strip of country along the east side of James Bay may also prove available for these purposes. To the south-west of the wide part of the Bay, the country is well wooded, and although little or no rock comes to the surface over an

immense area, still neither the soil nor the climate is suitable for carrying on agriculture as a principal occupation until we have passed over more than half the distance to Lake Winnipeg. This region, however, appears to offer no engineering difficulties to the construction of a railway from the sea-coast to the better country beyond, and this, at present, is the most important point in regard to it. Some of the timber found in the country which sends its waters into James Bay may prove to be of value for

export." Iron ores have been found on the eastern side of the Bay and on the west shores copper-bearing rocks have been located. Along the coast and in the rivers fish abound—sea-run trout and white fish, the Arctic salmon and the cod.

The mouth of the Churchill River, half a mile wide, forms the most southern harbor on the west coast. The map reproduced on page 6, shows that the entrance two miles in length opens into a deep lagoon from one to two miles wide. It is navigable to ships drawing twenty-four feet of water, and with modern aids to navigation along the approach, and docks and elevators in the harbor, Churchill would afford all the port requirements necessary for connecting the railway with the waterway, afforded by the Bay and the Straits.

In 1873 the Hudson Bay Company began building on the west side of the entrance to the harbor the massive stone fortification which they called Fort Prince of Wales, but which is now a heap of ruins, having been destroyed by the French in 1782.

A record kept for seventy years by the Hudson Bay Company officials at Churchill shows that the harbor was open on an average for five months—from the 19th June to the 18th November. The longest open season was 5 months and 18 days.

Such is a summary of the information respecting the Hudson Bay route and upon it Mr. McKenna bases this general conclusion: "From all the information disclosed in the records that extend from the days which James Robson spent at Churchill superintending the construction of Fort Prince of Wales over a century and a half ago, it would appear that Canada has at that point on Hudson Bay a safe port, open for several months in each year, and a site for a city, with immense fisheries at its doors, and large possibilities as to the development of the mineral wealth deposited in its neighborhood,"

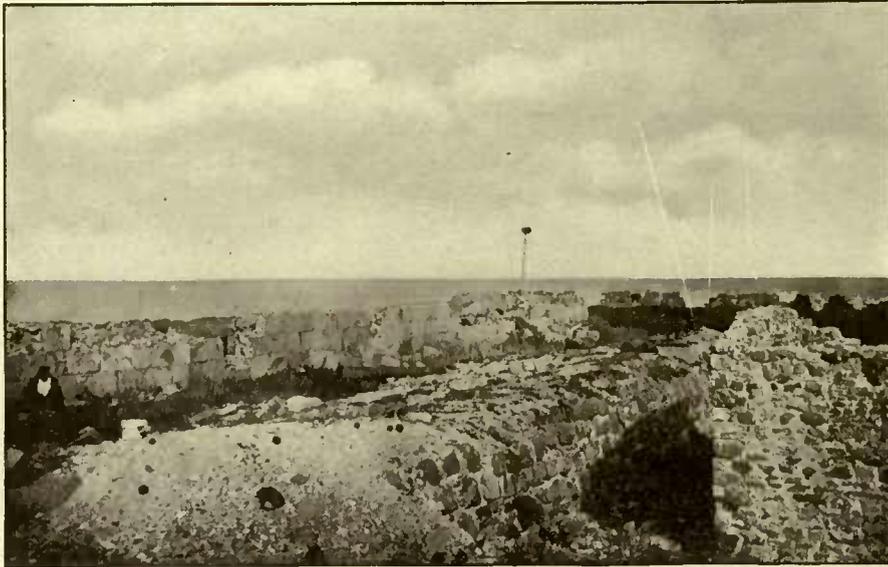


Photo by Dr. Robert Bell.
RUINS OF FORT PRINCE OF WALES—CHURCHILL—LOOKING N.-E.



INDIAN VISITORS AT THE POLICE BARRACKS—CHRISTMAS, 1906—CHURCHILL.

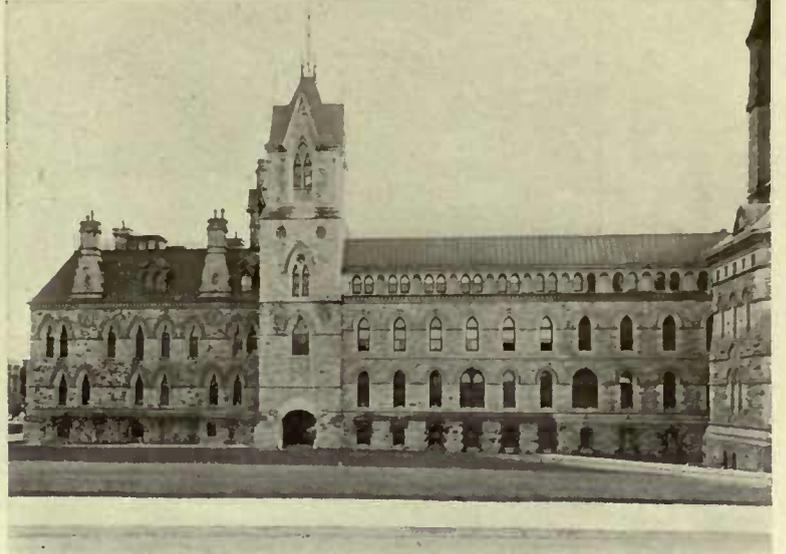
From photo by Mrs. J. D. Moodie.

CANADA'S NEW BUILDINGS

A SERIES OF PAGES WHICH SHOW THE DEVELOPMENT OF OUR COUNTRY
AND THE ARCHITECTURAL TASTES AND TENDENCIES OF THE DAY



(1)



(2)

No. 1—The Canadian Branch of the Royal Mint recently erected in the northern portion of Major Hill Park, Ottawa, a short distance west of the Houses of Parliament. Here will be coined the metal currency of the Dominion.

No. 2—The new wing of the Western Departmental Block on Parliament Hill, Ottawa, showing the tower which collapsed during building operations completely restored. The new wing extends from the tower to the right and increases the office space of the building.



(3)

No. 3—The recently completed Unitarian Church and the Linton Apartment House on Sherbrooke St. West, Montreal. This great apartment house is the highest and largest building of the kind in Canada.

No. 4—The new Methodist Church, Calgary. This handsome stone structure bears evidence to the excellence of the building material found in Southern Alberta.

No. 5—The new Avenue Road Baptist Church, Toronto, which forms a worthy addition to the ecclesiastical architecture of the city.



(4)



(5)



LOOKING UP THE VALLEY OF THE ATHABASCA RIVER TOWARDS THE EASTERN ENTRANCE OF THE YELLOWHEAD PASS THROUGH WHICH THE GRAND TRUNK PACIFIC RAILWAY WILL CROSS THE MOUNTAINS.

THE YELLOWHEAD PASS

SOON TO BE THE THIRD GATEWAY THROUGH THE GIANT ROCKY MOUNTAINS FROM EASTERN CANADA TO THE PACIFIC SLOPE

AT a point almost due west from Edmonton and about six hundred miles distant, the waters of the Athabasca River, after a tortuous and turbulent journey, flow out from the Rocky Mountains and bend their course towards the lakes of the far North. The valley by which the river breaks through the eastern mountains is the beginning of the Yellowhead Pass, one of the ten or twelve passages through the Canadian Rockies by means of which the Pacific slope can be reached from the east. For a number of years two of these passes have been scenes of activity and industrial development—the Kicking Horse through which runs the transcontinental line of the Canadian Pacific Railway, and the Crow's Nest through which was more recently built a branch of the same railway into Southern British Columbia. The Yellowhead, far to the north, is now destined to become as well-known and as useful as the two southern passes, for through it are to be carried the lines of our two new transcontinental railways—the Grand Trunk Pacific and the Canadian Northern. It is now in the possession of engineers preparing for the coming of the new highways.

The solitudes of the Yellowhead Pass have not now for the first time been broken upon by engineers and axe-men. Twenty-eight years ago the Canadian Government, then having in view the construction of a transcontinental railway, made a preliminary survey of a route through the pass, and a few years later, when the great project had been turned over to the Canadian Pacific Company, its engineers also surveyed the pass; but a more southern route being selected the Kicking Horse Pass was used.

But the day of the Yellowhead Pass has come and before many months have flown its gorges will re-echo with the whistle of the locomotive and the roar of railway trains.

From the point of railway construction the Yellowhead possesses at least one great advantage—it is lower than any of its rivals, its greatest altitude being 3,716 feet above sea-level. Throughout the greater part of its course a railway can be con-

structed with a gradient of three-tenths of one per cent with only a few miles where it will increase to one per cent.

The Pass is heavily wooded and the shadow of the forest and still deeper shadow of mountain gorges hang over the greater part of its extent. It has changed very little since that summer, forty-four years ago, when two adventurous young Englishmen, Viscount Milton and Dr. Cheadle, accompanied by an Indian guide and his wife and a very eccentric camp-follower, journeyed from Edmonton to the Pacific slope by way of the Yellowhead Pass.

It was a remarkable journey, during which the little party, toiling through dense forests, wallowing in almost impenetrable swamps and crossing on rafts turbulent rivers, endured great suffering and encountered grave dangers. Their supply of food became exhausted and it was only by killing and eating their miserable horses that they were able to sustain life until an Indian camp on the Thompson River was reached. By a very narrow margin indeed did they escape a miserable death from starvation. The two Englishmen wrote a graphic account of their journey and from its fascinating pages can here and there be gleaned descriptions of the Yellowhead Pass—especially interesting now that the Pass is soon to become one of the thoroughfares of the Dominion.

"Ranges of pine-clad hills," wrote the distinguished travelers in describing their first view of the Rockies, "running nearly north and south, rose in higher and higher succession to the west, and in the further distance we could see parallel to them a range of rugged rock peaks, backed by the snow-clad summits of some giants which towered up beyond. . . . A cleft in the ridge, cut clean as if with a knife, showed us what we supposed to be the opening of the gorge through which we were to pass."

A short distance within this valley then stood a trading post of the Hudson's Bay Company called Jasper House. The spot to-day bears the same name and it marks the entrance to the

Yellowhead Pass. In describing the approach to Jasper House our travellers wrote: "On every side a succession of peaks towered up, of strange fantastic shape. To the west the Priest's Rock, a pyramid of ice, shone brightly above a dark pine-clad hill; to the east, the remarkable Roche à Myette; in front and behind, conical, pinnacled and rugged mountains. Hundreds of feet immediately beneath rushed the torrent of the Athabasca. Emerging from the heart of the mountains through a narrow gorge into the wider valley, the river expands into a lake three or four miles in length."

For some distance west of Jasper House the journey still lay along the bank of the Athabasca and then it turned off to the valley of the Myette.

"We toiled through a ravine," write our travellers, "so narrow, and where the mountains came down so close to the water's edge, that, in order to pass them we were compelled to traverse the stream no less than six times before evening."

And so they journey on until the summit was reached, and here let us quote again from the travellers, for they anticipated the good report engineers have recently made respecting the practicability of the Pass as a railway

route. "The path proved easier the next day, the fifth after leaving Jasper House, and in the course of our morning's journey we were surprised by coming upon a stream flowing to the westward. We had unconsciously passed the height of land and had gained the water-shed of the Pacific. The ascent had been so gradual and imperceptible, that, until we had the evidence of the water-flow, we had no suspicion that we were even near the dividing ridge."

The travellers had now entered British Columbia and begun the descent of the western slope of the Rockies, which, they write, "was very rapid and continual, although nowhere steep, and a change in the vegetation marked the Pacific side. The cedar, the silver pine, and several other varieties now first appeared, and became more and more frequent."

The party had set out from Edmonton on June 3rd, six days later they were at Jasper House, the summit was crossed on July 9th, and on July 14th they reached the Grand Fork of the Fraser River. "This Grand Fork," they write, "is the original Tête Jaune Cache, so-called from being the spot chosen by an Iroquois trapper, known by the *sobriquet* of the Tête Jaune, or 'Yellow Head,' to hide the furs he obtained on the western side. The situation is grand and striking beyond description. At the bottom of a narrow rocky gorge, whose sides were clothed with dark pines, or higher still, with light green shrubs, the boiling, impetuous Fraser dashed along. On every side the snowy heads of mighty hills crowded round, whilst immediately behind us, a giant amongst giants, and immeasurably supreme, rose Robson's Peak. This magnificent mountain is of conical form, glacier-clothed and rugged. When we first caught sight of it, a shroud of mist partially enveloped the summit, but this presently rolled away, and we saw its upper portion dimmed by a necklace of light, feathery clouds, beyond which its pointed apex of ice, glittering in the morning sun, shot up far into the blue heaven above, to a height of probably 10,000 or 15,000 feet. It was a glorious sight, and one which the Indians of the Cache assured us had rarely been seen by human eyes, the summit be-

ing generally hidden by clouds. The view from the Cache looking westward is, we imagine, one of the most wonderful in the world. Away as far as the eye can reach, north, south and west, are mountains packed behind mountains, separated only by the narrowest valleys, most of them snow-clad, and apparently stretching away to the Pacific. Although we had crossed the main chain of the Rocky Mountains, and were now in British Columbia, we were surprised to find we were still really in the midst of Rocky Mountains. For, in truth, the mountains which rise like a wall from the prairies of the eastern side extend to the western ocean."

But our travellers are now through the Yellowhead Pass and

we shall have to leave them to pursue their journey alone. If the reader wishes to follow them through the forest labyrinth in which they had to cut their way to the Thompson River and where death in many forms dogged their footsteps until they reached Kamloops late in August, he can best do so in their own book, which, we venture to say, he will find one of the most fascinating of Canadian tales of travel and adventure.

Where our travellers of forty-four years ago toiled slowly

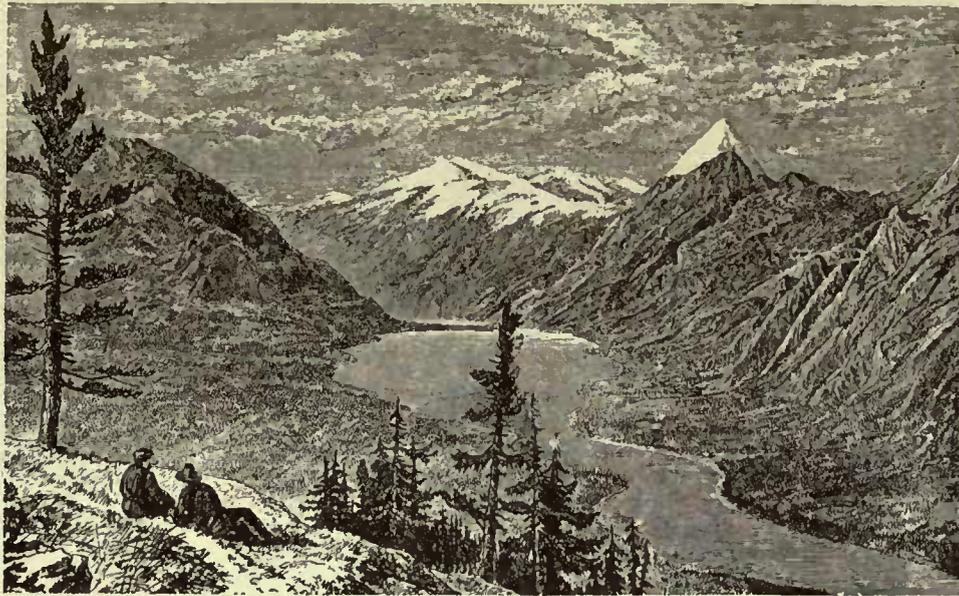
and painfully westward railway trains will soon be flashing along, from whose windows tourists will gaze upon the beauties and grandeur of the scenes that charmed the eyes of our footsore and half-famished explorers.

The lonely wilds through which they journeyed will at no distant date become scenes of industrial activity. Mr. Collingwood Schreiber, Consulting Engineer of the Trans-continental Railway Commission, recently visited that part of the West. "Much of the land between Edmonton and the Pass," he says, "is fertile and well adapted to agricultural purposes. Settlers are already going in. The discovery of coal fields near the entrance to the Pass has been reported, and in the Pass itself a large tract possessing magnificent scenery and containing numerous springs of hot and cold mineral water is to be set aside as a national park."

Through the Yellowhead Pass lies the route to the north-western coast of British Columbia where the harbor of Prince Rupert is now being constructed and which will be the western terminus of the Grand Trunk Pacific Railway. There an ocean-shipping port is being constructed and early next spring the land not required for the railway terminal and the harbor will be divided into building lots and thrown open to purchasers. A considerable portion of the route from Edmonton through the Pass to Prince Rupert has been surveyed and soon construction work on the line will be commenced at various points.

Mr. Chas. M. Hays, President of the Grand Trunk Pacific Railway Company, recently paid a visit of inspection to the scene of this great western development and everywhere he found the work progressing satisfactorily. He announced that as soon as the road is ready to handle transcontinental traffic a line of steamships will be placed on the Pacific sailing from Prince Rupert.

For the Yellowhead Pass country the day of the explorer has gone; that of the engineer and railway constructor is at hand and it will soon be followed by the era of the miner, the farmer and the tourist. The wave of development has reached the base of even the northern Rockies.



From a sketch by Viscount Milton in 1863.

THE EASTERN ENTRANCE TO THE YELLOWHEAD PASS

The view from the hill opposite Jasper House showing the Upper Lake of the Athabasca River and Priest's Rock.



DISTANCES TO LIVERPOOL
(Statute miles)

From

Churchill	2946
Montreal, via Belle Isle	2761
Montreal, via Cape Race	2927
New York, Northern route	3079

DOMINION OF CANADA
OUTLINE MAP
OF THE
PROVINCES
ILLUSTRATING THE BOUNDARIES OF
(From the late J. Johnston's map.)

N

NORTH WEST TERRITORIES

Light colored clay free from boulders tend to attain over greater part of region between Nelson and Churchill means

Rocky

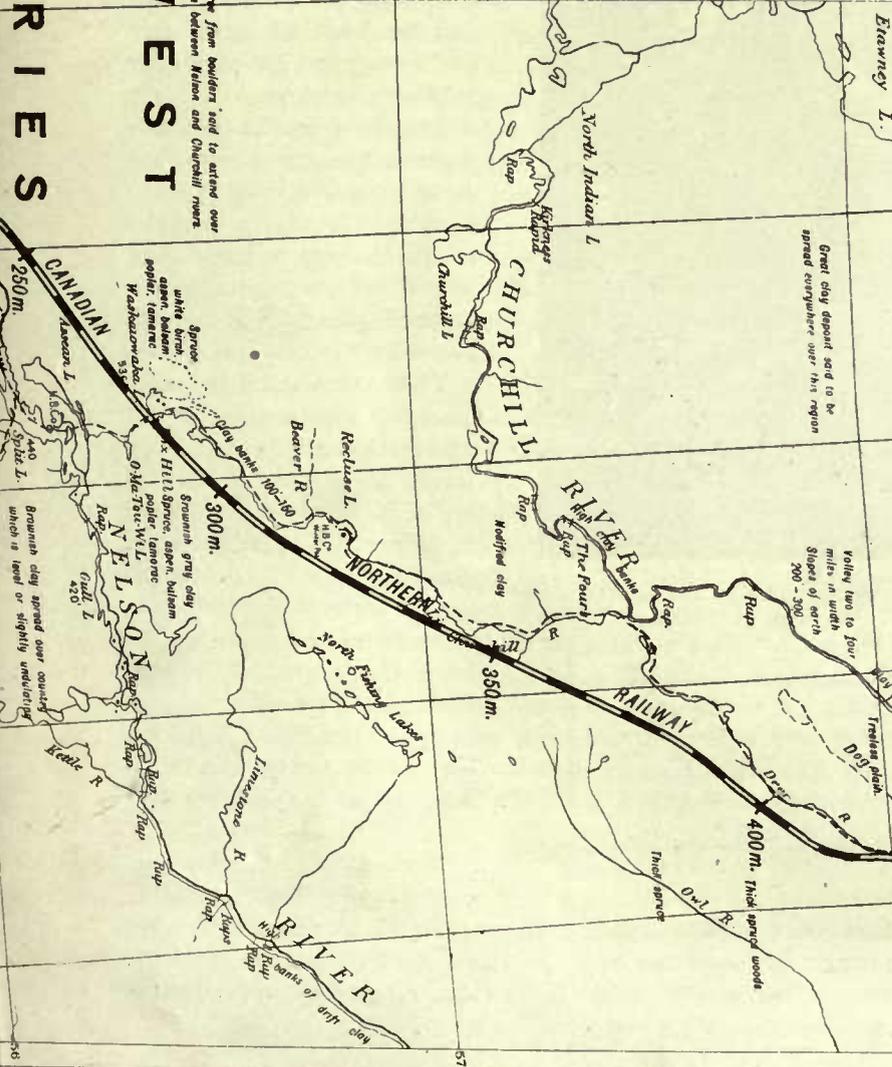
Rare Small pine birch & few aspen, larch

RAIL DISTANCES (Statute miles)

From	To Montreal	To Churchill	Difference
Winnipeg	1422	945	477
Brandon	1555	940	615
Regina	1780	774	1006
Medicine Hat	2082	1076	1006
Calgary	2262	1256	1006
Prince Albert	1958	717	1241
Battleford	1994	876	1118
Saskatoon	1924	806	1118
Edmonton	2247	1129	1118

Average saving in rail transportation for Manitoba, Saskatchewan and Alberta. 967

Note: The distances from Regina, Medicine Hat and Calgary to Churchill are computed on the assumption of direct railway connection between Regina and Edmonton.



Great clay deposit said to be spread everywhere over this region

Volcanic ash to four miles in width Slopes of earth 200-300

400m. Thick spruce woods

58

97

98

95

94

59

56

57

OUR HISTORY IN STATUES AND MONUMENTS

XI.

FROM Table Rock, where the great ledge over which Niagara pours its mighty flood approaches the Canadian shore, running westward is a country-road bearing a name that will ever have a place in Canadian history. Skirted by the road and not far from the Falls is an eminence commanding a view of the surrounding country. On its southern slope is a cemetery in which stands a shaft of grey stone resting on an elevated pedestal flanked by stone steps. Around this eminence and along this quiet road, now the scene of peaceful rural homes, raged one hot July night ninety-three years ago the bloodiest battle fought on Canadian soil during the war of 1812-14—the battle of Lundy's Lane. The bones of the brave men who gave up their lives on that hard-fought field have long since mouldered into dust, but the story of their valor has not been forgotten, and whenever it is told it reminds the Canadian people of the great price paid by their ancestors for the integrity of Canadian soil and the maintenance of British dominion on this continent.

The year 1814—the last of the war—found the United States still deluding themselves with the hope that they could accomplish what from the outset had been the real purpose of their hostilities—the subjugation of Canada. Notwithstanding the defeat of their invading armies at Queenston Heights, Chateaugay and Chrysler's Farm, they again attempted to wrest the northern half of the continent from the handful of British people who then held this far-flung frontier of the Empire. They renewed their attacks only to add to their disasters, for the invasions of the last year of the war, like those of the two preceding years, ended in complete failure.

The campaign of 1814 opened with an invasion of Lower Canada, but meeting with defeat at Lacolle Mill, the force was transferred to the Niagara frontier for an attack on Upper Canada. On July 3rd the American army under General Brown, 6,000 strong, well drilled and thoroughly equipped, crossed at the head of the Niagara River and having captured Fort Erie pushed down the Canadian bank to Chippewa. There it was attacked by a British force of 1,700 men under General Riall, and although the attack failed the

British made an orderly retreat. Then the Americans proceeded down the bank of the river to a point near its outlet into Lake Ontario. Learning that the co-operation of the fleet was not to be expected, the American General led his army back to Chippewa, followed by Riall's little force, which camped at Lundy's Lane not far distant. Here, on July 25th, Riall was joined by Sir Gordon Drummond, who took command of the British and Canadian force. With skilful promptitude General Drummond formed his little army in order of battle, placing a battery of five field-guns upon the summit of the ridge with two 24-pounders a little in advance. Scarcely was this formation completed when the Americans attacked, and after desperate fighting they forced

back the British left wing, but only to the road along which it formed an angle with the centre and there maintained its ground during the remainder of the conflict. A few prisoners were taken, among them being General Riall, who had been wounded and was passing to the rear. On the centre the battle resembled a hand to hand fight. Night came on but the conflict still raged and in the charging and counter-charging for the capture of the artillery some of the British and the American guns were exchanged and placed on one another's carriages.

At nine o'clock there was a pause in the action while the Americans reformed their lines and the British awaited reinforcements of 1,200 men, who after a nine hours' march reached the field in time to participate in the final scenes.

The American commanders again and again brought up their battalions to gain the hill. The darkness was intense, illuminated only by the flashes of fire from the musketry and discharges of artillery. Finally seeing the hopelessness of continuing the contest, General Brown at midnight ordered his force to retire towards Chippewa, leaving the British and Canadian force in possession of the field.

During the first three hours of the battle that force numbered 825 rank and file. Then General Drummond's corps arrived raising it to 1,640. At nine o'clock 1,200 more came up, so that there were never more than 2,840 men opposing the American army 4,500 strong.



THE MONUMENT IN LUNDY'S LANE BURYING GROUND MARKING THE SCENE OF THE BLOODIEST BATTLE OF THE WAR OF 1812-1814.

LUNDY'S LANE.

Erected by the Canadian Parliament in honor of the victory gained by British and Canadian forces on this field on the 25th day of July, 1814, and in grateful remembrance of the brave men who died on that day fighting for the unity of the Empire.

1895.



"THE END OF THE STEEL" AT WELLINGTON, THE MOST WESTERN RAILWAY STATION IN BRITISH COLUMBIA.



THE SIAWAST CAMP BESIDE THE TRACK—A TYPICAL SCENE IN THE INTERIOR OF VANCOUVER ISLAND.

"THE END OF THE STEEL"

By BONNYCASTLE DALE

LEAVING Victoria, at the southern end of Vancouver Island, the Esquimalt and Nanaimo Railway leads northward for 78 miles, the total length of the island being 280 miles, with an average width of 80 miles. We speed through the residential and suburban parts of the city, where many a charming location awaits the eastern man whereon to build his home and settle down after years of work. The man wanted here is the man with sufficient capital to buy a good home or a lot, at about the prices that prevail in Toronto and Winnipeg, or the man that is ready to start to work in lumber mills, the lumber camps, or on the ranches, or the skilled artisan. The only way to gradually oust the Japanese and the Chinese is to replace them with the white man.

Notwithstanding the clamor in the daily press against these races, not one man of them would come over here if he could not make a good living. The only way to stop them is for the labor unions to assist the Government in bringing in whites who will become citizens. Labor union supporters will get the preference of positions from the majority of employers if their demands for wages are kept within the bounds that allow of a fair profit on the goods manufactured.

For the first twenty miles the railway climbs over the huge red trap-rock hills, winding through heavy cuttings, twisting along high ledges showing glimpses of deeply penetrating arms of the gulf, mountain lakes and fir-clad hills, darting through tunnel, creeping over giant trestle, through a land in which the lumberman and the prospector are deeply interested, for there is an abundance of timber, and copper has been found in many places. Then for six miles we speed down from the elevation of nine hundred and sixteen feet which we have attained and drop gradually down to the shores of Shawinigan Lake, one of the favorite summer resorts of the people of Victoria.

Ahead of us for fifty miles stretches the magnificent valley of the Cowichan, watered by mountain rivers, clothed with white and red fir and alder bottoms, with gravel and sandy benches along the ridges, sandy soil on blue clay and gravel on the slopes and rich brown deposits of vegetable humus in the valleys. In this charming region of smiling land we pass tiny stations from which only trails lead away into the woods, where puffing saw-mills are converting the forest into merchantable lumber, or to camps of choppers busy felling trees and creating long piles of cordwood. Here and there are cleared valleys filled with orchards, and but for the props the heavily-laden branches of the

prune, plum, apple and pear trees would crash down beneath their loads of fruit. We pass the wealthy little town of Duncans where there is a large English settlement and cosy homes and handsome churches. On we dash—by the Tye Company's aerial tramway, past the point where a road leads to the great smelter at Crofton, past broad ranches and well-tilled farms, and then through the towns where "black diamonds" are brought up from deep mines, and so we come to the great coal-mining town of Ladysmith. We run through the really fine town of Nanaimo and so come to the end of the steel at Wellington—now almost a deserted village.

Here is an illustration of what happens to a place wholly dependent on a coal mine that "pinches out"—empty homes on every hand, churches with boarded windows, grass-grown streets. Almost the entire population of the town—some three or four thousand people—about six years ago moved nineteen miles south to Ladysmith. Luckily the extension of the Esquimalt and Nanaimo Railway—now the Canadian Pacific Railway—may revive this almost empty town, for the steel is to be extended to Alberni, where another great farming valley is attracting pioneers.

In this beautiful valley we have just crossed—the valley of the Cowichan, the Chemai and the Nanaimo—the coarser grains yield abundantly, large crops of vegetables are grown among them being potatoes without a potato-beetle to destroy the foliage and annoy the farmer. Cattle thrive wonderfully and fruit grows to perfection. Here a farmer gets forty cents for a pound of butter and as much for a dozen of eggs, and both are as easily produced as in any other part of Canada. The settler here must be prepared to pay a good price for cleared land—from \$150 an acre upwards. From the Canadian Pacific Railway Company he can buy cleared land in comparatively small blocks, but the company sells its uncleared land in blocks of one hundred and sixty acres or more (but never less) for \$5 an acre, with an additional dollar per thousand feet for all merchantable standing timber. As the company will not sell for agricultural purposes land that has on it more than 10,000 feet of standing timber per acre, the uncleared railway land will cost from \$5 to \$15 an acre.

Further north is the valley of the Comox, without railway connection, but with good steamboat service. Fifty miles to the northwest is the Alberni valley, where land can be purchased at

(Continued on page 26.)



THE RESULT OF ONE AUTUMN MORNING'S SPORT WITH ROD AND GUN IN THE VICINITY OF EDMONTON.

NOTES OF THE WEST

The wheat crop of the Canadian West is estimated at eighty-three million bushels by Mr. John Byrnes, head of the general inspection branch of the Federal Department of Trade and Commerce. Mr. Byrnes recently made a tour of the West and inspected the threshing operations which in many parts he found rather late owing to the wet weather. "The largely increased acreage under coarse grain," says Mr. Byrnes, "will become a boon to the farmers owing to the high prices ruling. The pure food laws in the United States have made it necessary for the malsters to use a superior grade of barley and the higher qualities of this grain are commanding excellent prices."

Good progress is being made with the construction of the Grand Trunk Pacific Railway. The grading of the line from Portage la Prairie, Man., to the Touchwood Hills in Saskatchewan is about complete, 130 miles of steel have been laid west of Portage la Prairie and of this 90 miles have been ballasted. The route of the line through British Columbia has been surveyed, and contracts will soon be let for the construction of the 700 miles of road between Edmonton and Prince Rupert. Mr. Chas. M. Hays, President of the Company, recently returned to Montreal from a tour of inspection of the Company's property in the West. He officially confirmed the reports that as soon as the G. T. P. is ready for active transcontinental operations it will be supported by fleets of steamers on both the Pacific and the Atlantic. The details, Mr. Hays said, were, of course, as yet in embryo, but he asserted that the G. T. P. would work in alliance with already existing steamship lines, particularly the Allans, although, if necessity arose, they would operate their own ships. The two great difficulties encountered in the construction of the road, Mr. Hays said, had been the securing of ties and labor. The former trouble had been to a large extent met, and he did not think that next year there would be any lack of ties. As to the labor question, although that primarily affected the contractors, the company naturally took a great interest in it, as their progress depended upon the ability of the contractors to get ahead with their work. Although the labor situation had been very bad, Mr.

Hays thought the worst had been passed, as the supply of labor had been much better this year than last, and there was every prospect of a large immigration of suitable men next year. The president of the G. T. P. reiterated that the company took no interest in the race question, but was willing that the contractors should use any class of labor, black, white or yellow, that could get the work done. On the whole, Mr. Hays considered that satisfactory progress had been made all along the line.

A public meeting of the citizens of Pincher Creek, Alta., was held recently to discuss the change of name of the town. A vote was taken at the close of the meeting and it was decided by a large majority to retain the name Pincher Creek. The Canadian Bank of Commerce building is going up at a very rapid rate. It was imported in sections from the Pacific Coast. A good deal of interest is being manifested by citizens in this building as it is the first of its kind ever put up in Pincher Creek.

It is finally and unalterably settled that Prince Rupert is to be the Pacific Coast terminus of the Grand Trunk Pacific Railway; and further, that lots at Prince Rupert will be placed on the market next spring and sold to intending settlers. The plan of the townsite is practically completed, and surveys can be made at any time. The work of clearing a portion of the townsite will be commenced as soon as a contract can be awarded. A temporary water system will be laid at once, as the pipe is now on the wharf. Mr. Chas. M. Hays, President of the Grand Trunk Pacific Railway, was recently in Vancouver and in an interview discussed the affairs of the new transcontinental line. According to a western correspondent the Grand Trunk Pacific would without delay let the contracts for the construction of the western section of the road. There were no difficulties in the way other than finding contractors able to carry on the work expeditiously. The large contractors in Canada had their hands full and nearly all of them were behind in their work. It is now well known that the harbor at Prince Rupert is one of the finest on the north Pacific coast. It will have every

modern facility for the cheap and rapid trans-shipment of freight and cargoes; the townsite will be laid out on a comprehensive plan to conform to the topographic features of the ground, and not laid out as a checker board. Every man who buys a lot can erect thereon a building to suit his own taste and according to his own pocket book, leaving the future city authorities to deal with fire limits and other necessary building restrictions. Prince Rupert, as far as President Hays can help it, will be one of the big cities of the Pacific Coast, and second to no city in British Columbia.

The efforts of the Calgary exhibition to secure the big Dominion fair for the year 1908 have been crowned with success. An order-in-council was recently issued to that effect by the Federal Cabinet. Efforts will be made by local organizations to add special features to the fair, in addition to those which the government's assistance will bring. The turf association will have a new track built and special athletic features, probably including the football contest for the People's Shield will be held. The fair means a great deal for Calgary and those who have been instrumental in getting it for the city deserve the thanks of all its population.

"Within the next few days the work on the big dam at 60 above, Bonanza, will be entirely finished," writes a Yukon correspondent, "and the few men remaining who have been engaged in putting in the discharge pipes and concrete bulkhead will find their labor at an end. Completed, the dam will be the largest work of its character in the entire North, and one of the largest on the Pacific coast, impounding millions of gallons of water that it is expected will go far toward keeping the electric elevators steadily employed next season as soon as they have been installed and are ready for operation. The driving of the tunnel around the end of the dam on the left was necessitated by the crushing of the discharge pipe carried through the bottom of the dam at the time the construction was begun last summer. It is not the intention of the company to use any of the water for hydraulic purposes, but to employ it wholly on the three

elevators, arrangements that require a great deal of water for their successful operation. None of the hill gravels will be touched probably for a couple of years, at least, not until the creek where it is desired to dump will have been worked out. As soon as the bulkhead is set and in condition to withstand pressure, the valves in the pipes will be closed and the water that may result from the rain will be impounded, to be used in ground sluicing as late as the weather will permit.

The Doukhobor brickyard at Yorkton, Sask., is on a large and elaborate scale, and under the supervision of M. W. Cazakoff, the foreman, an experienced brickmaker, promises to become a most important industry. The plant cost a large sum of money, estimated at between \$30,000 and \$50,000. A 50-horse power steam engine supplies the motive power and six men and two boys are required to operate it and the brick-making machine, one of the newest and best on the market, imported especially from the United States. The entire establishment is run by Doukhobors and unlike any other modern industry, no wages are paid. The proceeds from the sale of the brick go into the treasury of the community and the community supports the workers. This brickyard is a constant source of interest to visitors, who pronounce it one of the finest and most complete in Canada. Besides the Doukhobor industry Yorkton has also a brickyard owned by C. T. Erickson. The capacity of the two combined is 75,000 bricks per day thus making the town a centre for the manufacture of bricks.

Mr. Emerson Hough, one of the foremost fiction writers of the United States and an enthusiastic sportsman, together with a party of friends, has just completed a four hundred mile trip through central Saskatchewan. Mr. Hough was delighted with the country, with the contentment and prosperity of its people and with the excellent sport. Some of the districts passed through he pronounced to have the best duck shooting on the continent. He was particularly interested in studying the rapid agricultural development of Saskatchewan. He has witnessed five distinct and separate waves of farm settlement in different parts of the States, and admitted that the solution of the problems of colonization in western Canada presented many features to him startling and unique. "Paternal colonization," as he called it—that is colonization by governments, railways, land companies, and aided by experimental farms and other organizations designed to assist the success of the settlers' work—was very different, he stated, from the colonization by the individual—the method by which the Western States were settled. In Canada the settler did not sally forth into the wilderness with a prairie schooner, a plough, and a rifle, compelled by the exigencies of the case to be a law unto himself, to fight for his holding against hostile Indians, and to defend it against the lawless and desperate. With these conditions Mr Hough was as a young man quite familiar, as is evidenced by many of his stories. The settlement of western Canada, though less picturesque, is in his opinion the more solid and enduring because of the fundamentally differ-

ent auspices under which it is being achieved. The party bagged nearly two hundred ducks on the trip, but only saw seven prairie chicken in the whole four hundred miles.

Hon. Frank Oliver, Minister of the Interior, was recently in Macleod, Alta. A large delegation of representative citizens met the Minister and discussed a subsidy for a railway from Montana to Macleod by way of Cardston. The matter was placed before Mr. Oliver by a number of business men, headed by Mayor Grier. The result of the interview was entirely satisfactory. Mr. Oliver assured the delegation most emphatically that he would do all in his power to get the necessary grant from the Government to assist in building the road in question. Mr. Oliver said he had just returned from Cardston country, and, in his opinion, a line of railway from Cardston to Macleod is very necessary, and would help solve the question of the lack of competition that exists. The Minister was astonished at the bumper crops to be seen on all sides and thinks the people of Macleod and vicinity have cause to be proud of the country around here. Mr. Oliver has, on behalf of the Government, employed a well-known citizen to treat with the Indians of the Blood reserve, in order to secure



IN WHEAT UP TO THE NECK.

A view of a grain field on a farm near Edmonton, taken this autumn just before harvesting commenced,

a right of way across the reserve, on the most equitable terms, and also to secure from them a relinquishment of a portion of their reserve for the benefit of the proposed railway.

E. W. Darbey, taxidermist of the Government of Manitoba, returned to Winnipeg recently from an extended hunting expedition which took him into the lake-dotted wilderness to the north of Lake Winnipegosis. The trip took a month and from the time that he stepped from the train at Winnipegosis station he travelled by the most primitive means of transportation through a country penetrated only by pioneers and native hunters and trappers. From Winnipegosis the journey to the northern extremity of the lake was made on a fish tug which landed the party at High Portage over which he crossed to Cedar lake. Then facing the swift current of the Saskatchewan the party canoed it to Moose Creek by which stream the party reached Moose Lake, a famous Indian hunting ground which is supposed to be near the main breeding

point of the wild goose. He crossed the lake and proceeded up Devil creek to Devil lake. The finest hay lands that he ever saw are located here, the grasses for miles around growing to a height of over four feet. The chief signs of civilization were the posts of the Northwest Fish company, which has fishing rights all the year around on five of the lakes, including Cedar, Moose, Cormorant and Clearwater lakes. The company has headquarters at Moose Creek and as it is unlawful and unprofitable to throw dead fish into the lakes, these are all carried to Moose Creek and dumped. Whitefish, sturgeon and lake trout abound and the company discard all pickerel and jackfish. A large portion of the latter goes towards feeding dogs of the north country, people sending their dog teams from as far as Winnipegosis and Cumberland House so as to save feeding them during the summer months. Summer fishing is not permitted on Lake Winnipegosis and here the Dominion government has instituted a fish hatchery, Snake island, one of the beauty spots of the great lake, having been chosen for a location. The hatchery is five miles out from Winnipegosis. There is an amber deposit somewhere on Cedar lake and a resident of the district claims to have discovered it. Large quantities of amber are found in small pieces on the lake shore,

but the action of the water and sun has rendered it useless by corroding it so that even acid treatment is unavailing to make it a commercial commodity, yet the opinion is general that the main deposit from which the chips have come will be a valuable asset to the finder. The High Portage is one of the oldest sections of trail in the Northwest and has been used by Indians from time immemorial. A wagon road with all the ear marks of the primitive mountain trail now exists and as it connects Lake Winnipegosis and Cedar Lake it is a most important pioneer highway. It rises 80 or 100 feet above the lake level and is about four and a half miles long. The Indians used to pack 200 pounds per head over it, that being their recognized load for a man.

Names have been selected for the Grand Trunk Pacific Railway stations and sidings from Portage west, a distance of 125 miles. New names have been selected for each of the station sites through this country. Elk Park will henceforth be known as Firdale; Kerfoot as Gregg; Montrose as Harte; Woodlea as Ingelow. Freight is being carried over the road from Portage la Prairie, a distance of 125 miles.

Figures recently issued by the Western Passenger Association show that 13,188 Americans took up their residence in Western Canada during year ending June 30th last.

The Edmonton *Bulletin* states that during the summer there were about 1,980 tents in the city and in these tents there were 3,394 people living. Of these, some are clerks, or young business men, and the remainder men with families. Probably one-half of the total number will seek houses for the winter, and of these fully 50 per cent are young men who will room in private houses or hotels. It is estimated on this basis that between 250 and 300 houses will be needed if each family is to secure a house. The demand at present largely exceeds the supply. There are no more than 150 houses for rent in the city at present.

RAILWAY DEVELOPMENT IN THE WEST

ALTHOUGH the serious monetary stringency has seriously impeded many railways in America in their efforts to provide facilities for handling the increased traffic, the western lines of the Canadian Northern Railway Company, whose fifth annual report has just been issued, have made very substantial additions to mileage and equipment, as the following table shows:

	30th June, 1905	1906	1907
Mileage owned and operated.....	1,876	2,482	2,639
Locomotives.....	106	141	190
Passenger coaches.....	47	77	108
Freight, refrigerator, etc., cars.....	4,154	5,437	6,868

The results of operations for the year ended 30th June, 1907, make the following comparison with the previous year:

	1906	1907
Gross earnings—		
Passenger traffic.....	\$1,062,639	\$1,464,256
Freight.....	4,335,933	5,741,729
Express, mail, etc.....	505,183	1,144,213
	\$5,903,755	\$8,350,198
Working expenses.....	3,674,733	5,424,164
	\$2,229,022	\$2,926,034
Fixed charges.....	1,509,448	1,882,489
Surplus.....	\$ 719,574	\$1,043,545

The increase in gross earnings over the previous year was equal to 41.44 per cent, and the gain in net earnings was 31.27 per cent. The net earnings did not increase as largely as the gross earnings, on account of the larger proportion of working expenses which, on the railway proper, were 73.49 per cent of the gross earnings, compared with 66.49 per cent in the year ended June 30th, 1906. Upon this point the President's statement says: "The large increase in working expenses is due to the unprecedented character of the winter and the greater cost of labor and materials. The winter was the severest ever known in Western Canada in persistence of low temperature, depth of snow and duration into the spring season."

"In the months of December, January, February and March the operating department was obliged to devote itself to the keeping open of communications. This made it impossible for the traffic to earn expenses. During all the years in which your company has been in operation no such other winter has been met with, and it is but reasonable to expect that a repetition of it will not occur for many years to come. These difficulties of operation were not singular to your railway, but were common to all lines in the North-western States as well as in Western Canada."

The large percentage of increase in gross earnings compared with the relatively small increase (157 miles) in miles operated, indicates the extent to which the new country opened up by this railway has developed. The general balance sheet shows the cost of railway and equipment to have risen from \$69,858,264 at June 30th, 1906, to \$77,540,324 twelve months afterwards, so that it is possible for the outsider to estimate approximately the money spent upon improvements, a subject that is dealt with in the following paragraphs of the President's statement:

"In the Provinces of Manitoba, Saskatchewan and Alberta the needs of the districts served by your railway are so widespread that additional equipment of all kinds and other facilities for the speedy handling of business must be provided. New lines are under construction to meet the demands of farmers who are already producing immense quantities of grain for remunerative shipment. Other lines are contemplated that will not only serve new localities, but, by acting as feeders, will protect

the enormous revenue-producing areas which your railway has been the means of opening up.

"The development of these comparatively new districts during the current year has required the expenditure of large sums on structural and mechanical improvements. The roadbed has been further improved by extensive ballasting. Many new stations have been built and others enlarged. New sidings have been laid and others lengthened. At divisional points the engine-houses have been furnished with more machinery for engine and other repairs, and up-to-date methods for handling coal have been installed. Water-stations have been increased and enlarged; freight sheds have been erected in many towns and at Port Arthur particularly new accommodation for freight has been provided to keep pace with the needs of the port. At various points stockyards have been constructed."

Two new features in the detailed statements contained in the report may be noted. First, there is an income account, to which it is apparent the yearly surpluses earned over and above the fixed charges has been carried until it now stands at \$2,669,598, which appears in the general balance sheet. The land accounts are brought into the report for the first time. The gross land sales total \$8,764,637, deferred payments on which amount to \$4,871,038. Of the sum collected the National Trust Co. holds \$3,104,620, to redeem land grant bonds amounting to \$2,000,000 now outstanding. There are still 1,828,251 acres unsold, so that even if land values do not advance a very valuable asset will still accrue to the land company.

It is stated that the increase in gross earnings has been well maintained since the close of the fiscal year. The reported figures for the months of July, August and September show an increase of \$795,100.

The establishment of a smelting industry at Port Arthur to utilize the ores that are brought over the main line from the Atikokan range is noted with gratification, as well as the fact that contracts are being concluded to ensure other iron mines tributary to the railway shipping ore immediately upon the opening of navigation in 1908.

The directors in calling attention to the enhanced values of the terminals at Winnipeg, Port Arthur, Edmonton and other divisional points say that an increase of over \$3,000,000 "is quite conservative and it is not based on such high values as those at which contiguous properties have changed hands." The establishment of industries at Fort William and Port Arthur is also referred to and the report as a whole shows that in the development of the West the railway is playing a foremost part, and that the considerable progress which is being made with the eastern lines that are connected with the Canadian Northern—the Canadian Northern Ontario and the Canadian Northern Quebec particularly—brings the enterprise within measurable distance of becoming a transcontinental railway.

In order to bring this about there will have to be a coupling up of the various sections of the system which, in Eastern Canada, are being pushed vigorously ahead and soon will form one great trunk line from tidal water on the St. Lawrence to Winnipeg, Man. This will give the Canadian Northern System a through line from the wheat fields of the prairie country to Atlantic ports. In the West the lines of the Canadian Northern reach out in many directions from Winnipeg like the fingers of a hand, and one of these, the main line westward, will be extended across the prairies, through the Rocky Mountains and across British Columbia until it reaches the Pacific Coast, where another gateway to the Orient will be opened to Canadian commerce.

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Sanitol Tooth Paste, pure white, contains oxygen, which keeps gold fillings well polished, perfectly cleans the teeth and prevents tooth troubles. Always fresh and soft. In a tube, no waste; convenient for travellers. **Price 25 cents.**

Sanitol Toilet Powder, the Oxygen Talcum Powder, absorbs skin impurities by nature's purifier, oxygen. Cooling, healing, soothing. No toilet powder you have ever used can compare with this. **Price 25 cents.**

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She says, "Sanitol is the best Face Cream I ever used."

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Do not delay. Send your order at once. This offer expires Dec. 31st, 1907.

The Sanitol Chemical Laboratory Company

Makers of all the Sanitol Tooth and Toilet Preparations

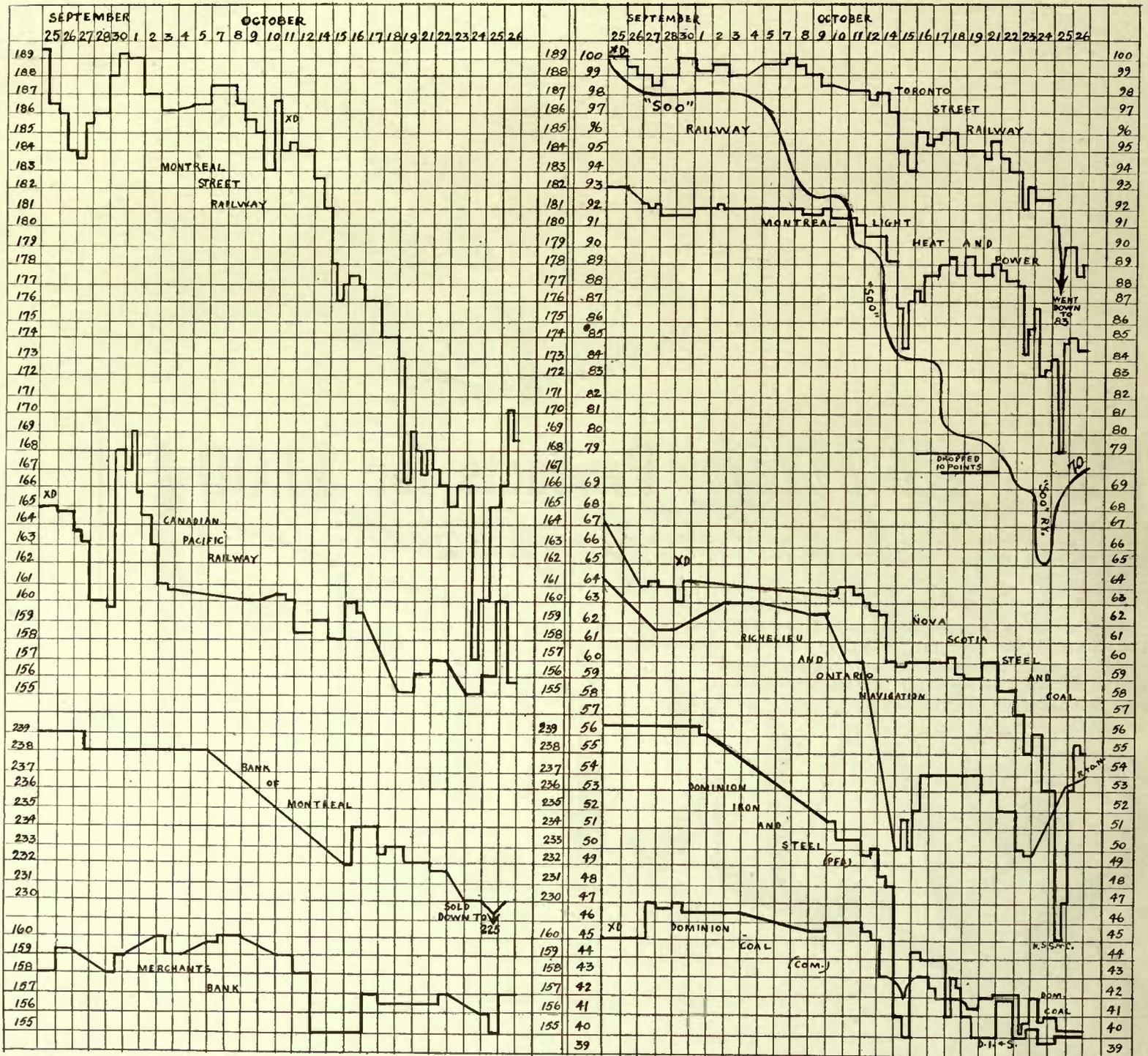
102 Boyle Ave., St. Louis, Mo., U.S.A.



THE TREND OF THE MARKETS

DURING OCTOBER

A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH



Compiled exclusively for CANADIAN LIFE AND RESOURCES

The month of October will be long-remembered on the Canadian Stock Exchanges because of the disastrous slump in Detroit United Street Railway Stock. In the middle of the month this stock dropped in two days from 60 to 28½ because of the passing of the dividend; and the Montreal market was almost thrown into a panic by the circumstance. That untoward developments in the affairs of an unimportant outside corporation like this should have such an effect on the Canadian markets may seem strange to some readers. The cause, however, is well known in financial circles. The stock of the Street Railway in question was placed on the Canadian markets a number of years ago, along with several other American traction stocks. They have been great favorites in the speculations and are widely held by speculators and investors alike. Thus it happened that the passing of the dividend reached a great many Canadians. The circumstance should be borne in mind as the dominating influence of the month.

Though the markets were thrown into turmoil the purely Canadian stocks held remarkably well. This is especially true of Canadian Pacific which has had some unusual difficulties to surmount. The month saw financial troubles, first, at Amsterdam, then in New York and in Hamburg, Germany. Canadian Pacific is extensively held in Amsterdam, and to a lesser extent in Hamburg. The stock had to take liquidation from both quarters,

and to stand the brunt, more than any other Canadian stock, of the disastrous collapse in New York caused by the breakdown of the copper magnates. Without a doubt the remarks made by President Shaughnessy at the annual meeting had something to do in encouraging the holders to stand fast. The point was emphasized that the road is managed and operated solely in the interest of the body of shareholders. As the *Wall Street Journal* pithily put it, "There is no stock ticker in the C. P. R. president's office."

Montreal and Toronto Street Railways and Montreal Power, all showed heavy declines on the two days of the Detroit Railway Slump, but afterwards scored substantial recoveries. The Street is perplexed by the persistent decline in the first mentioned stock. A year ago Montreal Street sold above 280. In 1907 the high point was 239. But it has gone down steadily till it reached 176 in the slump. The earnings are steadily increasing and, in view of Montreal's rapid growth, they must continue to do so. The reason given for the weakness in Power was that the president, H. S. Holt, was a director of Detroit United. But sensible people fail to see why Montreal Power should decline on that account. The fact of the matter is that nearly everybody became, in a measure, panic-stricken by the upset in the two markets—Montreal and New York. In both, good stocks were thrown overboard without rhyme or reason, and the owners regretted it afterwards, as they usually do.

C. P. R. held remarkably well

extent in Hamburg. The stock had to take liquidation from both quarters,

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E. F. HEBDEN, General Manager.
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The Canadian Bank of Commerce

Paid-up Capital, \$10,000,000

Rest, \$5,000,000

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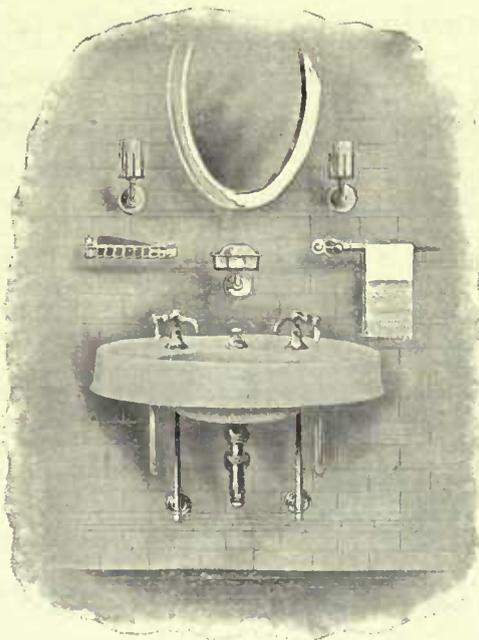
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installed in the bedroom, bathroom, kitchen or laundry guarantees health for the family and adds to the cash value of the home.

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Though the shares of the Dominion companies participated in the general declines they have not contributed to the excitement during the month. Since the Hon. Mr. Justice Longley gave his famous decision in favor of Dominion Steel and Coal and the Banks Steel the only event of importance that has happened in the quarrel is the presentment by the Steel Co. of its claim for damages, which amounts to a million and three-quarters. It is generally assumed that the Coal Co. will persist in its determination to appeal the case.

The bank shares have declined still further there being practically no investment demand, and scattering sales are always necessary from time to time because of the winding up of estates, etc. One bank—the Molsons—has reported earnings for the year ended 30th September. Profits were over \$100,000 greater than last year's. With the high interest rates, there is no doubt that nearly all the banks are making satisfactory profits.

Considerable relief is experienced by the market over the harvest outcome in the West. Manitoba has a pretty fair harvest, and those of Alberta and Saskatchewan are considerably better than was expected.

H. M. P. Eckardt.

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Ladies' and Men's Suits from \$3.00.

DR. JAEGER'S CO. Ltd.

316 St. Catherine St. West, Montreal
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"The End of the Steel"

(Continued from page 19)

the same rates. This valley has a good steamboat service and also stage communication. Besides the railway lands, Government uncleared land may be pre-empted at a price as low as one dollar an acre, or bought without residence on land necessary in case of pre-emption, for five dollars an acre.

Remember, this is a new as well as a glorious country. Many parts of the country have not yet been explored and only a comparatively small part surveyed. The man who settles in the remote parts and clears his farm requires a fair capital and plenty of pluck. In the more settled portions money alone will fairly well smooth the way.

The climate is healthful and charming—never a day that is too hot and never a night that is not cool and restful. Besides the industrial possibilities there are plenty of attractions for the sportsman for both the fishing and the shooting are good. On the whole the island is settled with a law-abiding, genial lot of loyal British subjects; and notwithstanding the hard time many of them have had in winning their farms from the heavily-timbered forests, there is among the inhabitants of Vancouver Island a spirit of contentment I have not seen equalled elsewhere.

The Visit of the British Journalists

ONE of the notable events of 1907 in Canada has been the visit of several parties of British journalists to view the resources of the Dominion. Things seen are mightier than things heard, and from the British papers lately to hand we see the results of the visit of the British writers to our land of splendid promise. Especially intelligent articles seem to have been written by the party who came out at the invitation of the Canadian Government and the Grand Trunk Railway System in August, a picture of whom appeared in our September issue, inadvertently described, however, as having come out at the invitation of Sir Thomas Shaughnessy.

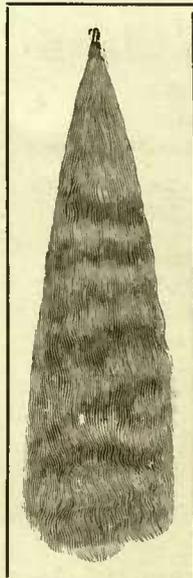
In Almost all Ages

and in almost all countries beef has been regarded as the strength-giving food *par excellence*. But it is not always possible to obtain beef just at the moment when nourishment is required, and, again, it is not always that the system is in a condition to draw the full store of nutriment from the meat. Each of these difficulties has been overcome and the nutriment and stimulus of beef can be obtained at any time with very little trouble and in a form which admits of immediate assimilation by even the most delicate invalid.

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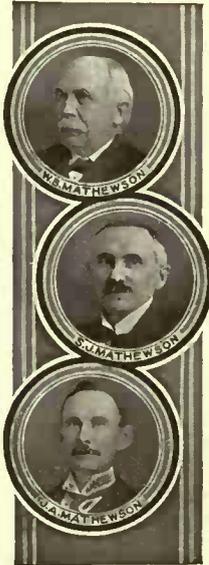
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PLEASE MENTION

Canadian Life
and
Resources

Our Arctic Domains

CAPTAIN BERNIER RETURNS FROM THE FAR NORTH, WHERE HE ANNEXED MUCH TERRITORY TO THE DOMINION

THE Canadian Government steamer "Arctic," in charge of Captain J. E. Bernier, the well known explorer of the Northern seas, arrived at Quebec on October 20th after a summer's cruise in the waters that wash the northern mainland of this continent. Extending northward from Hudson Strait and eastward from Baffin



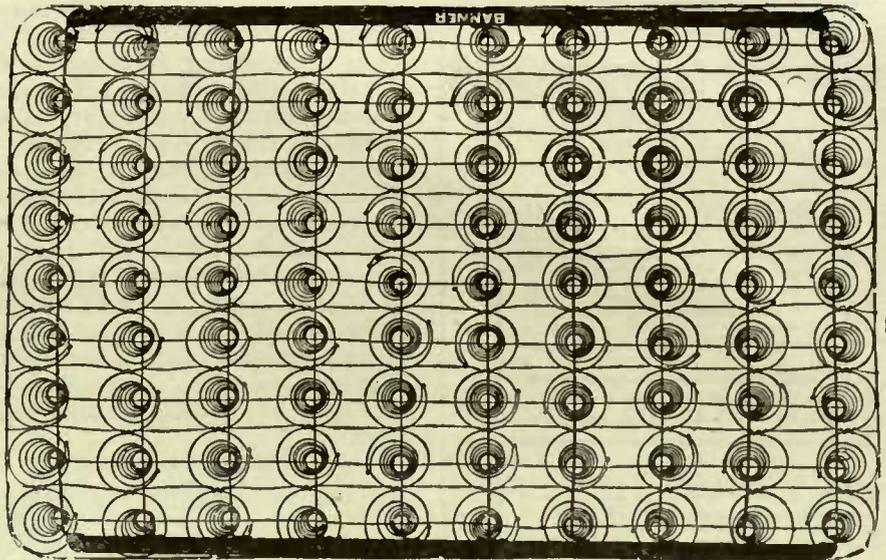
Capt. J. E. Bernier

Bay is a chain of large islands which reach westward almost to the mouth of the Mackenzie River. These islands in the past were always considered as parts of British North America, but for the purpose of preventing doubt arising on this point in the future Captain Bernier formally took possession of them on behalf of the Dominion of Canada.

In discussing the results of his trip Captain Bernier says; "We went out there fourteen months ago loaded down with food, coal and the necessaries of life. We come back to-day with our lockers empty, but loaded with information, the fruits of observation and experience, which I am sure will be of great service to Canada and to humanity at large in years to come. On the whole I think I am not saying too much when I claim that I have accomplished the object for which I was sent. All that country in the North and Westward which before was marked on the map in a vague, uncertain kind of way, we may now claim as a part of the Dominion of Canada. The Dominion of Canada extends to the North Pole. It is for us to claim it and make sure of it.

There is nothing in this world which God does not intend to be used for a purpose. That land barren and bleak as it may seem, is for us to use in some way. We think little of it now, but what will our children and our children's children think if they find that their ancestors did not have foresight enough to make sure of it for them.

In planting the British flag on North Lincoln I feel that I have claimed for Canada all Islands as far North as 81 degrees, 50 minutes. We may also lay claim to all land to the westward as far as Prince of



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One-third of our lives is spent in bed, yet many people do not realize the vast importance of a good Spring Bed. A poor Spring will spoil what otherwise would be a good night's rest—if it sags, or is too hard or lacks resiliency, there can be no real sleep comfort.

The "Banner" Spring Bed is luxuriously comfortable. Made from the best oil-tempered carbon-steel wire, each separate coil spring yields instantly to the slightest pressure—not the lifeless yielding of a feather bed, which retains the shape weight has given it—but with a quick resumption of the original level as soon as weight is removed.

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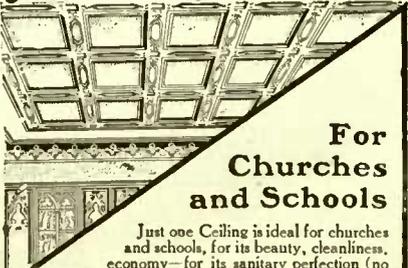
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Wales Laud. I was within ten miles of Prince of Wales twice, but the weather was foggy and blowing hard to the eastward, so I did not dare risk losing my men.

Cone Island, King Oscar Land, North Devon, where Sir John Franklin lies and whose grave we tended and renovated, Griffiths Island, Bathurst Island, Byam Martin Island, Melville Island, Prince Patrick Island, Fitzgerald Island, Russell Island, Louder Island, Garrett Island, Bylat Island, Baffin Land and the smaller adjacent islands were all landed upon and taken possession of in the name of the King. Where practicable, cairns were built and messages left telling of the visit of the 'Arctic.'

Captain Bernier corroborates the testimony of other Arctic explorers in regard to the large coal deposits to be found in some of those northern regions, saying that its quality is just as good as Welsh coal and that it has been burned by Perry, Sir George Nares, Greeley and others.

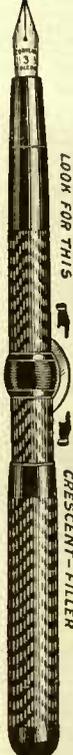
"The Hudson Bay Straits are navigable for at least four months of the year," said the Captain, "but of course with ships that are built for the purpose, I have picked out some places which, in my estimation, would be suitable for lighthouses, and I intend making some recommendation to the Marine Department in regard to the route. It is only a question of time when people will come to the conclusion that it is a safe and sane way to get into the country, and the Government must keep up with the development and lay out its buoys and lighthouses and chart out a channel at the same time that the engineers are surveying the railway route to Fort Churchill. Churchill is the best port on the Keewatin side of Hudson Bay and there are many fine harbors on the Ungava side.

While following up the whalers last summer I went seventy miles inland, up Admiralty channel, off Lancaster Sound. It is a fine bit of water and quite free from ice. The whalers, all of whom came from Dundee, Scotland, were met at different points along the coast and their license fees collected. They were also made to pay duty on everything they had brought in for trade. They consider the new law, passed last year, assessing each whale ship fifty dollars for a license, fair and just, and paid up willingly. Whales are scarce this year and they are not making good hauls. I did not see any whiskey trading amongst them.

The natives passed a hard winter last year. Deer were very scarce and they subsisted entirely on seals, which were plentiful. I was able to get about two hundred pounds of fresh meat during the winter from natives who had been inland hunting deer. Otherwise we lived for the entire voyage on our 'bully beef,' hard bread and beans. The natives are decreasing. Disease is amongst them and they don't know how to fight it off. It is like a disease among dogs. They have improved in living, however, and I cannot say enough for the Moravian missionaries on the Greenland coast, who have taught the natives how to build houses and keep them in a sanitary condition."

Captain Bernier expresses himself as well satisfied with his trip, but he returns more anxious than ever to find the North Pole. "Canada must find the Pole," said he, decisively. "It belongs to us and we ought to have it. I am ready to go. Let the Government send me and I will go. The 'Arctic' is a good ship, not fast, but sure and steady. She would be just the thing to hunt the Pole."

Apart from the death of Fred. Braken-



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hauser, an oiler aboard the ship, who died of heart disease last February, the voyage was free from illness of any kind. There were no accidents, but many narrow escapes and plenty of hard work.

Why is Interest High?

IN a recent issue of the *Review of Reviews* Mr. George Iles, the well-known Canadian writer on scientific and economic subjects, asks the question, "Why is interest high?" He sums up his views in the following paragraphs:—"It may be reasonably asked: Why is it that new knowledge, demanding new capital for gainful uses has not created that capital in needed volume? The answer is that economy on the farm, in factories and mills, has not kept pace with economy in the modern mine, smeltery, blast furnace, or railway.

First of all, to take an extreme case, when the railway engineer takes up light rails and lays heavy ones, he reduces the cost of haulage one-half. No such prize may be so readily grasped by the wheat grower or the dairyman. Then, too, a great trunk line has a property worth hundreds of millions, on which the utmost possible net income is to be earned, despite rising wages, advancing prices for coal, steel and ties. Such a corporation, both in its finances and engineering, is directed by men of the highest ability; part of their daily work is to examine complete and accurate accounts of receipts and expenditures, of profit or loss in each department, in every new path of experiment. A salesman with a new form of rail, or switch, signal, car, brake, engine, or dynamo, goes first to such buyers, because their business is best worth while. Compare that business with the sale of new windmills, or pumps, to thousands of scattered farmers, whose cash surpluses, for the part are small. It would undoubtedly pay well thoroughly to improve the common roads of America, so as to bring all to the excellence of the best. But who is to educate and persuade the thousands of municipal boards concerned, the millions of taxpayers, jealously guarding county funds?

Selected seed in planting wheat or corn means 25 per cent., or so, more harvest; and yet selected seed is planted much less generally than it should be. In the Northern States and Canada crop rotation, on the best lines, returns about one-fourth more than the average crop, and yet the lesson makes converts but slowly. It is because a basic production, such as farming, hangs behind the quality of a derived industry, such as transportation, that new capital is asked for by railroads faster than it is created in the grain-field."

In other words Mr. Iles concludes that the great industrial development of the past decade has created such a tremendous demand for capital that interest, the price paid for the use of capital has also increased.

Th. Chase-Casgrain, K.C.
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"DOCTORS pronounce *St. George's* wholesome."

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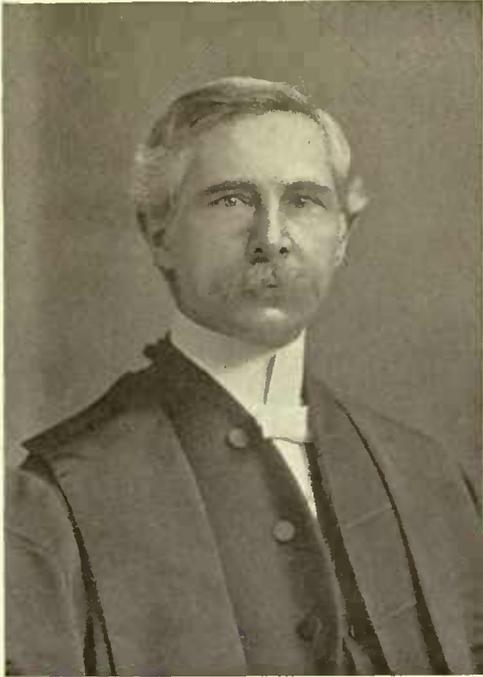
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Canada Holds the Door

THE great transportation advantages geography has bestowed on Canada was the theme of an address recently delivered in Kansas City, Mo., by the Hon. R. F. Sutherland, Speaker of the Canadian House of Commons. He predicted that at some future day not far distant Canada would have a twenty-one-foot channel from the Great Lakes to steamship navigation on the St. Lawrence, and that when that day came Canadian ports would be the busiest



THE HON. R. F. SUTHERLAND

of any on the North American continent. Upon this point Mr. Sutherland said:

"In 1865 Joseph Aspinwall longed for a 14-foot draught from the Great Lakes to tidewater. In 1891 this had become an accomplished fact. But the task is really not yet completed.

"People now alive may yet see the minimum depth made 21 feet, and when that day arrives Montreal and Quebec, Halifax and St. John, and perhaps some quiet harbor that is as yet only dreamed of, will be the busiest ports of the North American continent. Of this great highway Canada holds the door. It is a great asset, and more than anything else gives Canada a dominating position on this continent. . . . As I have said, Canadians are looking forward to the 21-foot channel of the future."



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