CANADA
1911.

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"CANADA" ANNUAL.

CANADA TO=DAY 1911.

The "Land of Opportunity," Pictured by Pen and Camera.

THE STORY OF CANADA'S RESOURCES, PROGRESS, AND OPPORTUNITIES, TOLD IN A SERIES OF SPECIAL ARTICLES ILLUSTRATED BY UPWARDS OF THREE HUNDRED PICTURES, REPRODUCED IN HALF-TONE DIRECT FROM ACTUAL PHOTOGRAPHS, MAPS AND PLANS.

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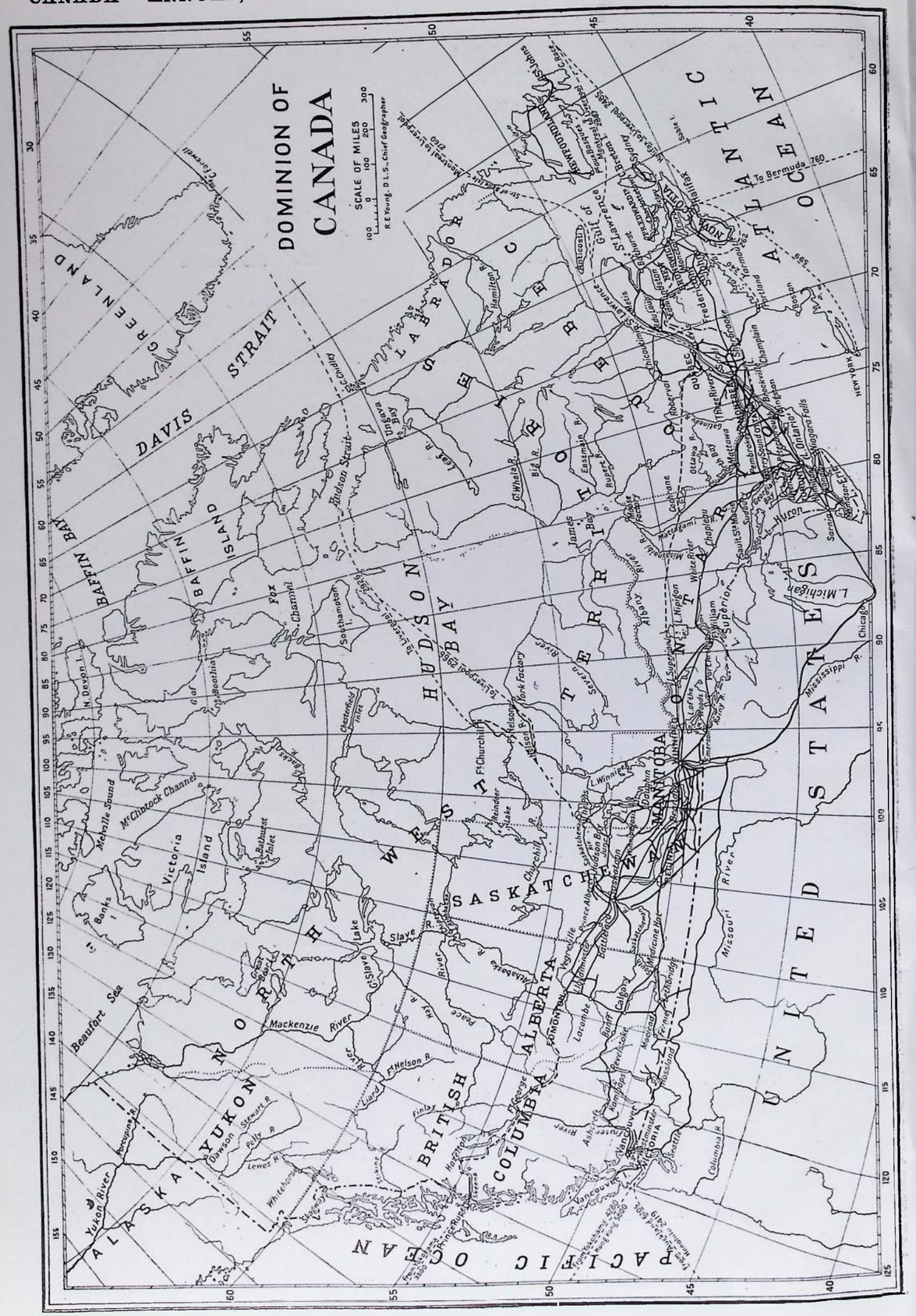
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CANADA TO-DAY, 1911.

("CANADA" ANNUAL.)

IN presenting the first illustrated annual review dealing with the Dominion of Canada yet published in the Mother Country, We realise that it is hardly possible within the space of this volume to deal adequately, even in the most cursory way, with a country so great in extent and so varied in its enormous natural resources.

Canada covers a territory greater in extent than the combined Empires of Germany, Austria, and European Russia, and actually occupies a land and water area larger than the United States. In its future wealth and power it is potentially greater than these countries. Alike in respect of its natural resources and its invigorating climate it is destined to become one of the richest and most progressive nations the world has yet seen.

The pictures from pen and camera of **CANADA TO-DAY,** presented in these pages, will, it is hoped, increase the interest in this great country which so lavishly offers OPPORTUNITY to those who can grasp it.

W. LEFROY.

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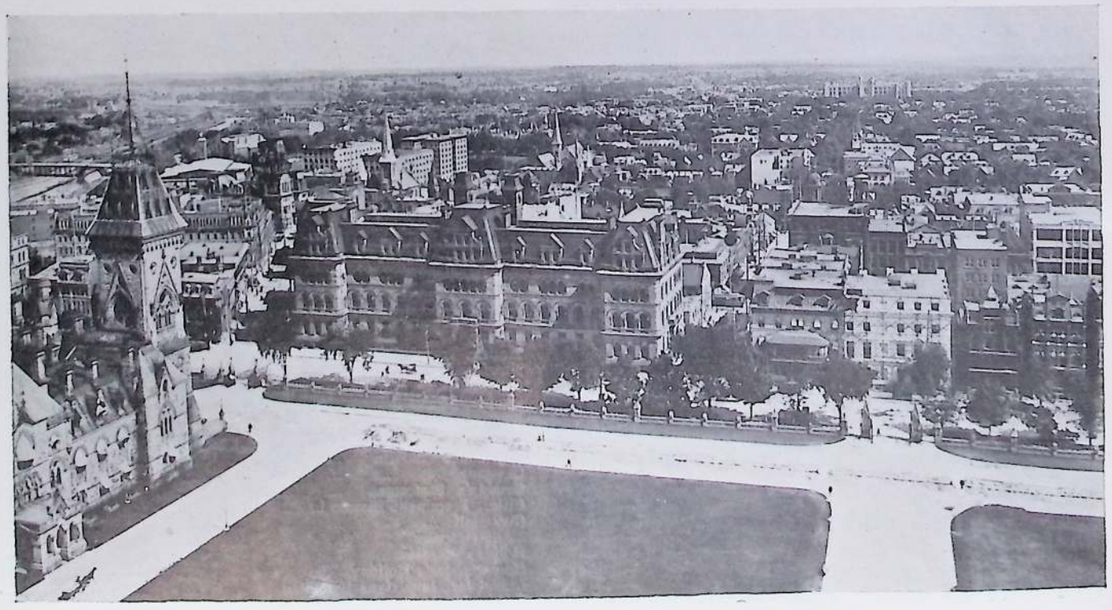
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THE METROPOLIS OF CANADA.

OTTAWA: The Empire's Most Beautiful Capital,



THE DOMINION PARLIAMENT BUILDINGS: THE GOVERNOR-GENERAL ARRIVING TO OPEN THE SESSION.



THE CITY FROM THE VICTORIA TOWER OF THE PARLIAMENT BUILDINGS.

THE DOMINION OF CANADA: ITS GREATNESS AND DEVELOPMENT.

"Nothing can prevent you from becoming, and perhaps before the close of the present century, not only the granary, but the heart and soul and rudder of the Empire."—*Lord Grey.*

THE most northerly portion of the mainland of the Dominion of Canada is in the same latitude as northern Norway, and its most southerly portion in that of northern Spain and Italy. Its total area exceeds three and a half million square miles—nearly equal to the area of Europe, and rather more than that of the United States, and no less than thirty-one times that of the United Kingdom. From Halifax (Nova Scotia), on the Atlantic coast, to Vancouver (British Columbia), on the Pacific coast, is 3,655 miles by rail; from Victoria to the gold-mining centre of Dawson (Yukon Territory), on the Yukon River, 1,550 miles by ocean and river, steamer and rail; from Fort William (Ontario), on Lake Superior, by the waterway of the Great Lakes and the St. Lawrence River, to the tidal seaport of Quebec, 1,400 miles; and from Quebec to the extreme Atlantic coast, at the Straits of Belleisle, 850 miles. Canada is computed to have a greater length of coast line than Great Britain and Germany combined, and some 3,000 miles of navigable lakes and rivers.

The population of Canada is estimated to be to-day nearly 8,000,000; in 1901, when the last census was taken, it was 5,371,315. During 1910 over 325,000 immigrants came to Canada, of whom about one-half went to the West. Of the 208,794—42 per cent. more than the previous year—who entered the Dominion during the last complete fiscal year for which official figures are available—that ending March 31, 1910—59,790 came from Great Britain and Ireland, 103,793 from the United States, and 45,206 from other countries. During the past year there has been a very great increase in the number of British settlers, the immigrants for the first seven months of the fiscal year 1910-1911 being: British, 90,740; United States, 85,563; Continental, 51,663. Of the 1,500,000 immigrants who have entered Canada during the past decade, some 600,000 came from the British Isles, about half a million coming from the United States, and 400,000 from non-English speaking countries. As far as capital in cash and effects is concerned, the average United States settler has somewhat more than $1,000, the average British settler about $150, and the Continental European about $10 in money, and little, if any, settlers' effects.

That Canada is well able to stand even the largest influx of immigrants is proved by the fact that hundreds of millions of acres still remain unsurveyed. The exploration of the northern portions of the Provinces is revealing vast stretches of agricultural land suitable for agriculture, and in great part for wheat growing. The area under field crops to-day is 32,711,062 acres—7,107,912 more than in 1908. Official estimates place the extent of land suitable for cultivation at 358,835,190 acres, of which, roughly, 121,000,000 acres are in Eastern and 238,000,000 acres in Western Canada. During 1910 the Dominion Government gave to settlers free homesteads equal in extent to more than half of Scotland. In Western Canada, where these free homesteads are available, the development within recent years is naturally most striking. Between 1901 and 1909, Manitoba's population has grown from 255,211 to 465,268; Saskatchewan's, from 200,000 to 341,521; Alberta's, from 150,000 to 300,000. A recent writer graphically brought out the almost lightning growth of the Prairie Provinces in the following words:—"What were struggling towns sixteen years ago are now great and prosperous cities; what were villages are towns on the way to be cities, what was prairie is covered with townships. These places grow with a rapidity which baffles all our Old World conceptions of agricultural life. While an English country town is getting a few sheets of plate-glass in its principal street, a Canadian village is equipping itself with theatres, public halls, electric tramways, libraries, and newspapers."

CANADA'S STABILITY.

An index of Canada's stability is the flourishing state of its trade. This was admirably summed up by Sir Edmund Walker, President of the Canadian Bank of Commerce, at the annual meeting of that institution this year as follows:—

"During the fiscal year, 1910, of the Dominion Government, our imports and exports both reached record figures. Our imports were $391,803,000, and our exports $301,358,000, the balance against us being $90,445,000. The excess of imports is not a record, having been exceeded in 1907 and 1908, but it is, as was expected, a great increase over the previous year, when, because of the contraction in 1908, the excess of imports was only $48,162,000. The total of our foreign trade was $695,161,000, more than three times the volume of twenty years ago. It is unfortunate that we cannot estimate, even roughly, the volume and growth of our domestic trade during the same period. Our imports from the United States were larger than ever, $237,695,000. This is almost twice the amount of ten years ago. Our exports were a trifle less than in 1908, being $113,145,000. The sum we had to pay to the United States in money was therefore $124,548,000, or more than two and a half times the amount we had to pay ten years ago. This money was obtained partly from the surplus in our exports to Great Britain, partly from the sale of securities in Great Britain and Europe, and to a small degree from investments in Canada coming from the United States, and the wealth brought in by settlers from that country. Our imports from Great Britain were $95,677,000, a trifle less than those of the record year 1908. Our exports were a record, being $149,634,000, against $134,484,000 in 1908. The surplus in our favour was $53,956,000, a smaller figure than in six of the last ten years, and about eighteen millions less than in the most favourable year, 1903."

Sir Edmund Walker also pointed out in his address that "our clearing house returns again reflect the great growth in business. The total of the seventeen clearing houses for 1910, two being only a few months old, is $6,154,000,000, as compared with $5,204,000,000 for 1909, a gain of 18 per cent. in the year. There is a gain in every clearing house in Canada, most notably in Edmonton, Calgary, Victoria, Vancouver, and Montreal." The building permits in the four chief cities will illustrate forcibly the growth of Canada. Hundreds of towns and cities would show similar proportions of growth could we but find space in which to give the figures.

	1909.	1910.
	$	$
Montreal	10,713,000	15,815,000
Toronto	18,159,050	21,127,600
Winnipeg	9,226,000	14,166 000
Vancouver	7,203 000	12,150,0 0

The efforts of the Dominion Government are being steadily directed towards the upbuilding of the Dominion. In the Speech from the Throne, which Lord Grey, the Governor-General, delivered at Ottawa in November last, at the opening of the session of the Dominion Parliament, his Excellency was able to point to the firmness of the foundation which the present furnishes for the future. He was able to offer hearty congratulations on "the ever-growing prosperity of this favoured land." On the one hand, "trade and commerce are advancing in all directions with rapid strides," the growth of the one keeping pace with the development of the other. On the other hand, in spite of certain shortcomings in the Western crops, "the total yield was fairly satisfactory, and the Eastern Provinces in this regard have been more than ordinarily blessed." Taking everything into consideration, his Excellency felt justified in saying that the conditions now existing over the whole country conclusively demonstrate that for it "the vastness and variety of our resources ensure at all times a high degree of progress." Lord Grey was also able to point to evidence of a determination on the part of the Government to leave nothing undone for the full development of these rich resources. It has pledged itself to projects which will add very appreciably to the existing facilities for the transportation of the Western crops and other products for which an outlet has to be found. His Excellency referred to the marked progress made in the construction of the National Transcontinental Railway, over which a large quantity of grain has already been brought east to the Great Lakes; and to the steps that have been taken for the building of the bridge across the St. Lawrence at Quebec. Still more important was the passage in the Speech relating to the Hudson Bay Railway. Already work had been commenced on what is, in a sense, its nucleus, in the shape of the bridge across the Saskatchewan River at Pas Mission. And his Excellency announced that during the session a measure would be laid before Parliament "providing for the prosecution and completion of this work with all possible speed." When it is carried out, there is no doubt that this new rail and ocean route, forming as it does a "connection of the great West with the eastern portion of Canada, and also with the Oversea markets," will not only "open up a new section of Canada," but also "greatly assist in the development of trade, and thus benefit both producers and consumers." The Government has also been exerting itself of late to pave the way for the easy entry of the Dominion's products into outside markets. It has not confined itself to the United Kingdom, but has sought to avail itself, in the words of the Speech, of "every opportunity to promote friendly commercial relations with the British Colonies and foreign countries, so that our surplus products may be admitted into the markets of those countries on the most favourable terms."

A GENERATION'S GROWTH.

Detailed particulars of the Dominion's advance along these lines will be found in the succeeding pages of *Canada To-day*. The following figures, obtained from official sources, illustrate strikingly its growth in various directions during the last thirty years:—

	1880.	1910.
Population	4,216 389	7,189,781
Chartered bank capital paid up	$60,584,789	$98,728,342
Chartered bank deposits ...	$76,944,065	$797,849,593
Savings bank deposits	$17,763,981	$89,597,959
Total revenue	$23,364,547	$101,6 6,476
Total expenditure...	$34,041,756	$115,395,774
Fire insurance in force	$411,563,271 ... (1909)	$1,923 276,504
Life insurance in force	$91,272,126 ... (1909)	$780 356,980
Mineral production ... (1880)	$10,221,255 ... (1909)	$91,831,441
Post offices	5,773	12 ,87
Letters and post cards sent ...	53,000,000	501,189,000
Canal tonnage ... ...(1885)	3,229,977 ..... (1909)	24,270 900
Railway mileage	7,194	24,731
Railway earnings	$23,561,447	$173,956,247
Railway freight (tons)	9,038,858	74,482,866
Railway passengers	6,462,948	35,891 585
Total imports	$80,489,747	$391,852 602
Total exports	$87,911,458	$301,358,5 0
Grain exports	$15,835,429	$96,750,571

As to Canada's future and Canada's destiny, Lord Grey, the present Governor-General, has the highest confidence and hopes:—"When I reflect on the vastness of your areas, on the fertility of your soil, on the unlimited wealth of your natural resources, which I rejoice you are determined scientifically to conserve as well as vigorously to develop, when I reflect upon the invigorating nature of your climate and on the strenuous character of your people—when I reflect on all these great advantages which you possess in such abundant and exceptional degrees—these, added to the highest ideals of duty and disinterested service—nothing can prevent you from becoming, and perhaps before the close of the present century, not only the granary, but the heart and soul and rudder of the Empire."

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A YEAR OF PROGRESS: CANADA IN 1910.

"Canada has passed from the status of a small colony to that of a nation within the Empire—a nation ready to uphold by land and sea, along with the Mother Country, the sacred principles which have always been her guiding star—the principles of justice and liberty to all."—*The Hon. Rodolphe Lemieux, the Canadian Postmaster-General, at the City banquet to the Queen's Own Rifles in the Guildhall, London.*

THE year 1910 witnessed a continuation of that period of phenomenal progress and prosperity upon which Canada entered with the present century. Evidences of successful development abounded in every department of activity. The population of the Dominion was augmented by a steady stream of immigrants from both Europe and the United States, and the growth of its cities and the settlement of its empty spaces proceeded apace. Under the enterprising and intelligent guidance of the Dominion and Provincial Governments, aided by a plentiful supply of British and other capital, its rich natural resources were taken advantage of, in the shape of both mineral deposits and the fruits of the earth. The expansion of the railway and steamship services increasingly facilitated the distribution of its products throughout the cities and towns of the Dominion and into outside markets, and was accompanied by a record period of trade and commerce. The great stability of Canada's financial position further helped to attract attention to Canada and to increase the Dominion's influence both in the Mother Country and in the Imperial and international spheres.

CANADA AND THE EMPIRE.

Several events conspired to intensify the interest of Canadians in Imperial affairs, and to foster the Imperial sentiment among them. Paramount among these stood out the death of King Edward VII., on the 6th of May. Coming unexpectedly, as it did, it made the people of Canada, in common with those of every other part of the Empire, realise how close are the bonds of loyalty which attach them to the Throne and Royal House. The exhibition of mourning on every hand was no less striking than sincere, the highest and the lowest of British subjects alike manifesting their personal grief. Especially was this noticeable on the day of the funeral—at which Canada was officially represented by Lord Strathcona and other mourners. At the time of that solemn ceremonial services were held in all the chief centres of the Dominion, and on the great railways there was an entire cessation of traffic and work.

The personality of King George V., with his intimate knowledge of and keen interest in his Oversea Dominions—shown in his Empire Day message—has furnished a fresh stimulus to the Imperialism of his subjects everywhere. The records for the year of the Canadian Clubs throughout the Dominion, *inter alia*, testify to the growth of the feeling that something definite must be done before long to forge links even more binding than the warmest sentiment. Emphasis has been laid by many on the readiness with which Canada, not stopping short at the patriotic utterances of statesmen like Sir Wilfrid Laurier and the Hon. Rodolphe Lemieux, has shown the way, notably through trade and naval assistance.

INTERNATIONAL INTERESTS.

A great deal was heard during the year of Canada's relations with its southern neighbour. They were the subject of numerous friendly speeches on the platform and at the dinner-table. Among the orators, Sir Richard Cartwright held that Canada has the choice of being "a hostage or a link of union" for bringing about the alliance of the English-speaking kith and kin. Canada's acceptance of the Waterways Treaty and the at least temporary settlement of tariff differences were, at any rate, in the right direction. Still more far-reaching in its effects was The Hague Arbitration award on the thorny subject of the Atlantic fisheries. In the estimation of the Hon. (now Sir) A. B. Aylesworth, the Dominion Minister of Justice, and the British agent before the International Tribunal, as expressed to a representative of *Canada*, "so far as Canadian interests were concerned, the award was very satisfactory, and, generally speaking, it was an eminent success for both Canada and Newfoundland, the questions upon which the decision was unequivocally in their favour being not only the most important of those asked, but almost the only questions of importance." Apart from that, it was generally hailed as "a signal victory for international arbitration."

CANADA'S PROSPERITY.

As one mark of the Dominion's "spectacular" advance and abounding prosperity, it may be mentioned that the revenue for the fiscal year ended March 31, 1910, reached over $100,000,000, this being an increase of $4,000,000 over the previous record year of 1906-7, and an increase of $2,500,000 over Mr. Fielding's estimate, and leaving a surplus over ordinary expenditure of about $25,000,000. Again, the combined imports and exports for the year amounted to $693,211,211—an increase of $121,945,454 over the previous year. Lord Grey's concise summing up of the situation at the opening of the Parliamentary session in November could not be bettered:—"Trade and commerce are advancing in all directions with rapid strides. The total volume of imports and exports far exceeds all previous records, and the growth of our industries and internal trade keeps pace with the development of our external commerce. The Western crops were somewhat disappointing, but they were by no means so bad as was at one time anticipated; while in the East the grain yield was considerably above the average."

The appointment of the Conservation Commission, under the chairmanship of the Hon. Clifford Sifton, and of the Commission on Industrial Training and Technical Education, under that of Dr. J. W. Robertson, was a step in the right direction for the preservation of Canada's natural resources and their most intelligent utilisation. Meanwhile, as has been remarked, the population required to take full advantage of them is being steadily built up. The restrictive policy pursued by the Department of the Interior was severely criticised on several occasions during last year, one of these being a Conference held in London in the closing days of May, under the auspices of the Royal Colonial Institute. The money qualification was raised to $50 during the winter months, but facilities were offered, in view of temporary difficulties, to railway workers and others with assured employment. Despite the criticism to which the regulations were subjected, the immigration during the year was phenomenally successful. A satisfactory feature was the great increase in British immigrants.

DOMINION POLITICS.

The questions with an Imperial significance to which allusion has already been made were the leading issues in Dominion politics during 1910. The Navy Bill was before the House of Commons in the early months of the year, and was the occasion of some prolonged and excited debates, the Conservative Opposition refusing to accept the Government's proposal to place the Navy under Dominion instead of Imperial control, and the French-Canadians opposing the whole principle of the Bill. The second reading, however, was carried by 119 to 78 in the middle of March. After that, of course, the placing of the measure on the Statute Book was merely a question of time. As a sequel, steps were taken for the establishment of a Naval College at Halifax, and H.M.C.S. *Niobe* (Commander W. B. Macdonald) and *Rainbow* (Commander Stewart) were commissioned and placed on the Atlantic and Pacific stations respectively as training ships.

The question of a Reciprocity Treaty with the United States also dogged the trail of Dominion politics during all these months. Early in the year the United States Ministers expressed readiness to enter upon negotiations. A meeting at Albany in March between Mr. Taft and the Dominion Ministers of Finance and Railways resulted in an arrangement by which, in return for the placing of thirteen American products on the intermediate scale, Canada came under the minimum duties of the Payne Tariff, instead of the maximum, as would otherwise have come about automatically. A Reciprocity Conference was held at Ottawa in the autumn. The American Commissioners, however, had to return south without having accomplished their object, though the hope was expressed that an arrangement satisfactory to both parties might be come to at Washington after the New Year. Sir Wilfrid Laurier's great Western tour, during which he addressed meetings right along the line to the Pacific, and his reception of the delegation of 800 farmers at Ottawa in the closing weeks of the year, followed by that of representatives of the manufacturing interests, were other phases of the tariff agitation. At the end of January this year the terms were announced of an agreement reached at Washington requiring the ratification of the Parliaments of both countries, establishing Free Trade in natural products and a mutual reduction of duties on certain other commodities exchanged between Canada and the United States.

A measure with a direct Imperial interest, and likely to be of considerable importance, was that giving control of the rates and facilities of cable companies to the Railway Commission and reducing rates. This Bill, passed by the Dominion Parliament, can only become effective when a corresponding measure is adopted at Westminster.

COMMERCIAL ARRANGEMENTS.

The commercial negotiations with the United States were only one proof of the growing commercial importance of Canada. European Powers as well eagerly paid court to "the belle of the ball," as Lord Grey spoke of the Dominion during his visit to England. The coming into effect of the Franco-Canadian Convention was rapidly followed by the repealing of the surtax of 33⅓ per cent. upon imports from Germany, in return for the placing of certain Canadian goods on the German conventional tariff list. While this arrangement was merely provisional in character, it was admittedly intended to pave the way towards a general commercial convention between the two countries. Corresponding arrangements were later entered into with Belgium, Italy, and Holland, under which each received the benefit of the Canadian intermediate tariff on a number of items. The result in each case was to bring about a marked expansion in trade with the Dominion. The effectiveness of a policy of reciprocal preference within the Empire was further enforced by the report, issued in the end of September, of the Royal Commission on Trade between Canada and the West Indies, of which Lord Balfour of Burleigh was Chairman.

IMPORTANT CELEBRATIONS.

Two important religious celebrations took place in Canada in September. At Halifax, at the time of the Church Congress, the bicentenary of the first Anglican service to be held in Canada—which took place at Annapolis Royal on "a day of thanksgiving for the success of her Majesty's arms in reducing Port Royal, being so appointed by the General"—was rendered more outstanding by the opening of the new cathedral of All Saints', built to replace the old wooden pro-cathedral burnt down some four years ago. The Roman Catholic community of the Dominion in general, and Montreal in particular, celebrated the Eucharistic Congress, which was held for the first time in Canada. Some of the foremost Princes of the Roman Catholic Church journeyed to the Dominion to be present at that historic festival. The city of Montreal was lavishly decorated for the occasion. In Fletcher's Field, a great place

of public resort on the slopes of Mount Royal, a huge open-air altar was erected, and High Mass was celebrated in the presence of a great concourse of people.

MILITARY EVENTS.

The year was an exceptionally important one so far as the Canadian Militia was concerned. For the first time in the history of the Empire, an entire regiment was brought to the Old Country for the purpose of training. By the generosity of Lieutenant-Colonel Sir Henry Pellatt, their commander, the Queen's Own Rifles, of Toronto, 670 strong, received a month's training with the British Regulars at Aldershot and in the Army manœuvres. The regiment landed at Liverpool on August 27, and, after a fortnight's hard work at Aldershot, were given four days' leave in London, where they were inspected by Lord Roberts and widely entertained, notably by the Lord Mayor and Corporation at the Guildhall. On September 17 the Queen's Own left London for the manœuvres area near Salisbury, and there took part with the 6th Brigade in several days' heavy fighting and hard marching. The regiment left for Canada again on September 24. During the visit Sir Henry, Lieutenant-Colonel P. L. Mason, Major K. Rennie, and Captain G. M. Higginbotham, with twelve non-commissioned officers and men, were inspected by the King at Balmoral, and the officers and the senior non-commissioned officer were decorated. Sir Henry and Colonel Mason being appointed Commanders of the Royal Victorian Order. The regiment earned the praise of



THE QUEEN'S OWN RIFLES ON THE MARCH AS PART OF THE 6TH BRIGADE.

all who came into touch with it. The only regrettable feature of the visit was the illness of several officers, who suffered from typhoid fever. All recovered except Lieutenant R. M. Gzowski, who died at Aldershot.

During June and July General Sir John French, the Imperial Inspector-General, visited the Dominion at the request of the Department of Militia and Defence to inspect the Canadian Forces. In his report, which was issued early in December, Sir John urged that the period of training should be longer, and that more attention should be paid to the organisation of the force, which is at present insufficiently developed. Sir Percy Lake, the Inspector-General of the Canadian Forces, added a memorandum upon the best methods of carrying into effect General French's recommendations.

THE PROVINCES.

In anticipation of the coming census, a strong effort has been made on the part of the Maritime Provinces to have the basis of their representation in the Dominion House of Commons revised. Towards the close of the year a conference was held with Sir Wilfrid Laurier at Ottawa on the subject. In New Brunswick and Quebec steps were taken to prevent the exportation of pulp-wood from Crown Lands, and, in the case of the latter, alterations were made in the mining laws. The supply of power from Niagara by the Hydro-Electric Commission instituted by the Ontario Government to the cities in the vicinity was inaugurated.

PERSONALIA.

The utmost satisfaction was caused by the extension of Earl Grey's term of office as Governor-General for a year, in anticipation of the appointment of the Duke of Connaught as his successor. His Excellency's journey to Fort Churchill and round by Hudson Bay created a great deal of interest, as also did the Hon. F. Oliver's 10,000-mile trip up through the Mackenzie River district. Sir Wilfrid Laurier's Western tour was another event which attracted much attention. The Hon. R. Lemieux, the Dominion Postmaster-General, represented Canada at the opening of the new South African Union Parliament.

The King's Birthday Honours, issued in June, made the Hon. G. W. Ross, Member of the Dominion Senate; Mr. B. E. Walker, President of the Canadian Bank of Commerce; and Mr. H. A. Bate, Chairman of the Ottawa Improvement Commission, Knights Bachelor; Major-General F. W. Benson, Major-General in charge of Administration at the War Office, 1907-9, a K.C.B.; conferred the C.M.G. upon Mr. J. G. Rutherford, Veterinary Director-General and Live Stock Commissioner; and the I.S.O. upon Mr. Achille Fréchette, Chief of the Translation Branch of the Dominion House of Commons; Mr. J. H. McIlree, Assistant Commissioner of the Royal North-West Mounted Police Force; and Mr. W. J. Ptolemy, Deputy Provincial Treasurer of the Province of Manitoba.

The list of New Year Honours for 1911 contained the names of six Canadians. The Hon. A. B. Aylesworth, Dominion Minister of Justice, was appointed a Knight Commander of the Order of St. Michael and St. George. The Hon. C. J. Townshend, the Chief Justice of the Supreme Court of Nova Scotia; Mr. William Mackenzie, President, and Mr. D. D. Mann, Vice-President of the Canadian Northern Railway; Mr. George Christie Gibbons, K.C., Chairman of the Canadian Section of the International Waterways Commission; and Mr. Thomas Tait, who formerly occupied various positions in the service of the Grand Trunk and Canadian Pacific Railway Companies, and who recently resigned the position of Chairman of the Railway Commissioners of Victoria, N.S.W., were made Knights Bachelor. Admiral Sir Archibald Douglas, G.C.V.O., K.C.B., who retired in 1907, was promoted to G.C.B., and Lieutenant-Colonel H. R. Smith, I.S.O., Serjeant-at-Arms in the Dominion House since 1892, was appointed a Commander of the Order of St. Michael and St. George.

Interesting appointments during 1910 included the Most Rev. C. H. Gauthier as Bishop of Ottawa, and the Rev. A. U. de Pencier as Bishop of New Westminster; Mr. R. B. Angus as President of the Bank of Montreal; Mr. G. McL. Brown as European Traffic Manager of the C.P.R.—of the Board of Directors of which company Sir William Van Horne resigned the chairmanship.

The obituary of the year included the names of the Right Rev. Dr. Dart, Bishop of New Westminster; Sir George A. Drummond, the Hon. Hector Fabre, the Hon. D. C. Fraser, Mr. Henry Sandham R.C.A., Mr. Richard White (Montreal), and Mr. G. B. Reeve, Dr. P. A. McIntyre, the Hon. C. N. Skinner, Lieutenant-Colonel A. A. Stevenson, Lieutenant-Colonel J. B. Ridout, Mr. Edward Jenkins, Dr. Goldwin Smith, and Lady Edgar.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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CANADA'S STATESMEN.

"CANADA" ANNUAL, 1911.



THE HON. SIR FREDERICK BORDEN, K.C.M.G.
Minister of Militia and Defence.



THE HON. W. S. FIELDING,
Minister of Finance.

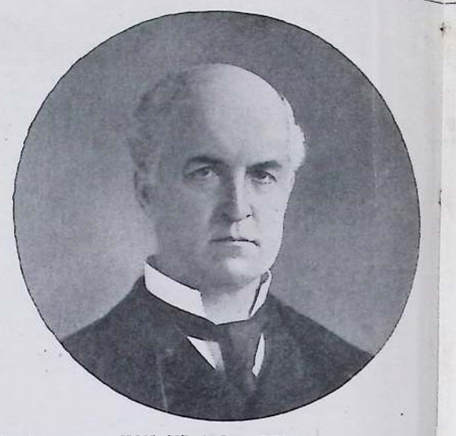


Photo by] THE HON. SIR A. B. AYLESWORTH, *[Elliott & Fry.*
Minister of Justice.



THE HON. W. TEMPLEMAN,
Minister of Inland Revenue and Mines.



THE HON. R. LEMIEUX,
Postmaster-General.



THE HON. F. OLIVER,
Minister of the Interior.



THE HON. L. P. BRODEUR,
Minister of Marine and Fisheries and the Naval Service.



THE HON. G. P. GRAHAM,
Minister of Railways and Canals.



THE RIGHT HON. SIR WILFRID LAURIER
P.C., G.C.M.G.,
The Prime Minister.



THE RIGHT HON. THE EARL GREY, P.C., G.C.M.G.,
The Governor-General.



MR. R. L. BORDEN,
The Leader of the Opposition.



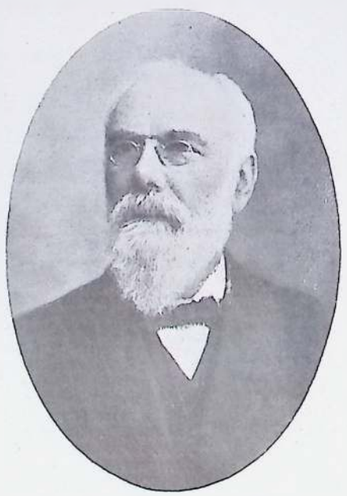
THE HON. W. PUGSLEY,
Minister of Public Works.



THE HON. S. FISHER,
Minister of Agriculture.



THE RIGHT HON. SIR R. J. CARTWRIGHT,
P.C., G.C.M.G.,
Minister of Trade and Commerce.



THE HON. W. PATERSON,
Minister of Customs.



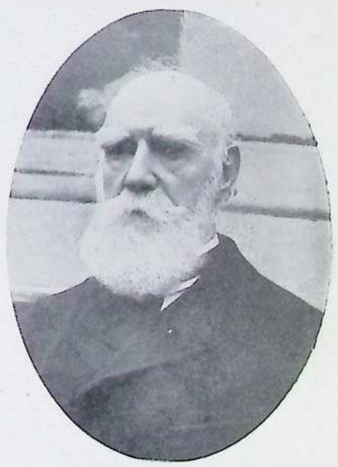
Photo by] THE HON. C. MURPHY, *[Elliott & Fry.*
Secretary of State.



THE HON. W. L. MACKENZIE KING, C.M.G.,
Minister of Labour.



THE HON. J. BUREAU,
Solicitor-General (without portfolio).

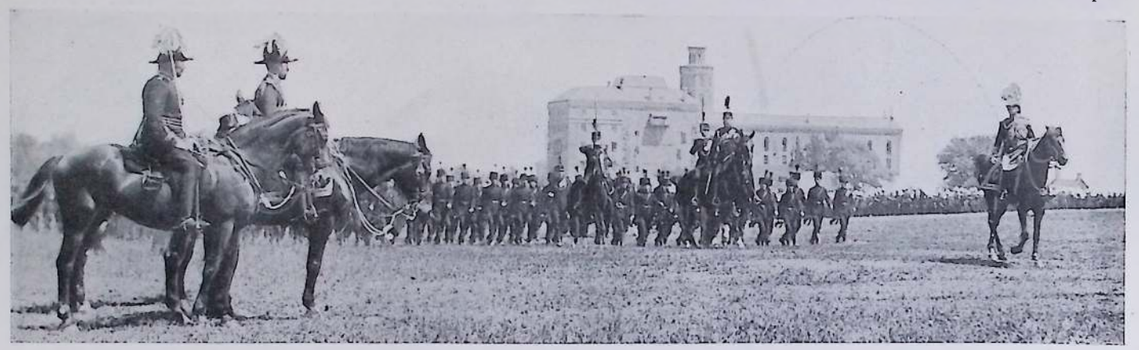


THE RIGHT HON. THE LORD STRATHCONA AND MOUNT ROYAL, P.C., G.C.M.G., G.C.V.O.,
High Commissioner.

KING GEORGE AND CANADA: HIS MAJESTY'S SIX VISITS.

HIGH hopes are entertained in Canada that King George will before long pay a visit to the Dominion. His Majesty, who has been a greater traveller than any other monarch, past or present, has already visited the Dominion no fewer than six times, as well as India and Ceylon thrice, and South Africa and Australia twice.

His Majesty began his Empire travelling some thirty years ago, when, with his brother, he joined the *Bacchante*, a cruiser-corvette, as a middy in 1879. The first cruises in which the vessel engaged after his appointment to her lasted three years, and took her the best part of the way round the world, touching at each continent with the exception of the North American. The midshipman Prince, however, was destined soon to see the youthful Dominion, for his next ship—the *Canada*—was commissioned for service on the North America and West Indies station. The vessel remained on the station for some years, so that the future King must have become very well acquainted with the eastern parts of the Dominion. In 1890, the Prince, then Duke of York, spent a year on the same station as commander of the gunboat *Thrush*, during which he renewed his acquaintance with the Canadian people. In 1901 came the famous Empire tour on the *Ophir*, made principally to open the Commonwealth Parliament on May 9, just as a tour had been planned to Cape Colony for the opening of the New South African Union Parliament. The Duke and Duchess of York, as their Majesties then were, reached the St. Lawrence on September 14. On the 16th, the Governor-General of Canada, the Earl of Minto, and Sir Wilfrid Laurier, the Prime Minister of the Dominion,



THE KING AT THE REVIEW HELD AT THE QUEBEC TERCENTENARY CELEBRATIONS.

The photograph shows the Queen's Own Rifles, headed by Lord Roberts, the Regiment's Honorary Colonel, marching past.

received the Royal party in Quebec, amid scenes of the greatest enthusiasm. Here, also, the Duke was made an LL.D. of the Laval University. He reviewed the troops on the 17th, and was enthusiastically welcomed at Montreal on the 18th, where he opened the medical hall at the McGill University, conferred degrees, and received a deputation of Iroquois chiefs with their squaws. On the 20th the Royal visitors were received by the Governor-General at Ottawa, and presented with a loyal address in the Parliament House. The Duke of York unveiled a statue of Queen Victoria and presented South African war medals to the troops who had returned from the front. From Ottawa to Winnipeg, where great celebrations and festivities were held, thence to Regina, North-West Territory, via Calgary to Vancouver and Victoria, their Royal Highnesses continued their journey, and returned to Toronto on October 10. On the following day 11,000 troops were reviewed, and Lieutenant Cockburn was decorated with the Victoria Cross for bravery in South Africa. Niagara was visited on the 12th, St. John, New Brunswick, was reached on the 17th, and Halifax, Nova Scotia, on the 19th. On October 20, the Royal party re-embarked on board the *Ophir*, and sailed for England's oldest Colony—Newfoundland—where the little fishing smacks testified to the loyalty and enthusiasm of their crews with innumerable lights, whilst the neighbouring hilltops were ablaze with bonfires. On Friday, October 25, the *Ophir* headed eastward and homeward.

His Majesty's latest visit to the Dominion was made nearly three years ago in connection with the tercentenary celebrations at Quebec. To celebrate the anniversary, the famous battlefields of the Plains of Abraham and St. Foye were cleared of lately built and disfiguring buildings, enclosed, and preserved for ever as a public park. The scheme was warmly approved by King Edward, and on July 15, 1908, the Prince of Wales left Portsmouth on the armoured cruiser *Indomitable*, in order to represent the Sovereign. On the 22nd he reached Quebec, and was received by the Governor-General and by Sir Wilfrid Laurier, the honoured Premier of the Dominion.

To the address of welcome read by Sir Wilfrid Laurier, the Prince replied in both French and English, in the following gracious speech:—

> "I am greatly touched by the loyal and sympathetic words of your address with which you, in the name of the people of Canada, welcome me on this occasion of my sixth visit to the Dominion. I am fully sensible of the honour and responsibility of my position as the representative of your Sovereign, who, ever mindful of the unswerving loyalty of his Canadian subjects, follows with affectionate interest everything which concerns the welfare and development of the Dominion. My privilege is, therefore, twofold, for I join with you, both as the representative of the King and on my own behalf, in celebrating the three hundredth anniversary of the founding of your famous city by Samuel de Champlain.
>
> "And here, in Quebec, I recall with much pleasure the no uncertain proofs which I have received on my several visits to Canada of the loyalty of the King's French-Canadian subjects. Their proved fidelity in time of difficulty and danger, happily long passed, is one of the greatest tributes to the political genius of England's rule, and the knowledge that they and their fellow-Canadians of British origin are working hand in hand in the upbuilding of the Dominion is a source of deep satisfaction to the King, as well as to all those who take pride in British institutions.
>
> "I much regret that my present visit cannot be extended beyond Quebec, and also that the Princess of Wales was unable to accompany me on this occasion. We both retain the happiest recollections of our stay in Canada seven years ago, and of the kind and affectionate welcome we experienced during that most interesting and enjoyable visit.
>
> "I shall not fail to convey to my dear father the King, who takes the deepest interest in this celebration, the gratifying expressions of your loyalty and attachment to his Throne and person, of which his Majesty is well assured. Once more I thank you from my heart for your kindly greeting."

On the following day, Thursday, July 23, a pageant representing the arrival of Champlain in his ship the *Don de Dieu* took place.

An address of welcome from the French Canadians was then read to the Prince, and his Royal Highness held an investiture, knighting Colonel Hanbury-Williams, Earl Grey's Military Secretary; the Hon. Lomer Gouin, the Premier of the Province of Quebec; the Hon. J. P. Whitney, the Premier of Ontario; and Mr. J. G. Garneau, the Mayor of Quebec. In the evening Earl and Countess Grey entertained at a State banquet. On July 24 his Royal Highness reviewed some 12,000 Canadian troops and the sailors of the ships in the river, deposited a wreath at the base of the Wolfe monument, and presented to Earl Grey the sum of $450,000 collected in all parts of the British Empire, in France, and in America, to swell the fund for acquiring the Quebec battlefields. Saturday witnessed a naval review, and in the afternoon a State performance of the Pageant took place. On Sunday the Prince attended morning service at the Anglican Cathedral, and on Monday morning enjoyed a motor trip among some old Quebec villages, witnessing a regatta in the afternoon. A naval display took place in the evening. On July 28 the Prince gave a farewell dinner party on board the flagship *Exmouth*, and on the Wednesday sailed for home.

His Majesty has, during his reign, on many occasions shown the great interest he takes in Canadian affairs, but on none more, perhaps, than during the visit of the Queen's Own Rifles last September. He then received Colonel Sir Henry Pellatt, Lieutenant-Colonel P. L. Mason, Major R. Rennie, and Captain G. W. Higinbotham, and twelve non-commissioned officers and men at Balmoral, and after inspecting the detachment, addressed them in the following terms:—

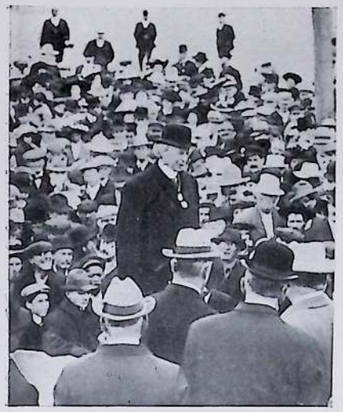
> "Sir Henry Pellatt, it gives me great pleasure to receive you and this deputation to-day. As I was unable to see the whole regiment on parade I deputed the Duke of Connaught to inspect you, and he told me how pleased he was with your smart appearance. I am very glad the Queen's Own Canadian Rifles should have been the first regiment to cross the seas to take part in the home manœuvres in the Mother Country."

In addition the King sent a message of welcome to the regiment on their arrival, and one of farewell on their departure.

The interest of His Majesty in Canada has been further shown by the appointment of his uncle, the Duke of Connaught, to be Governor-General of the Dominion in succession to Lord Grey—a project which is known to have been strongly favoured by King Edward. His Royal Highness, who will be accompanied by the Duchess of Connaught, will assume office in September, and will hold the appointment for a period of two years, which may be subject to further extension.

CANADA AND THE EMPIRE: SIR WILFRID LAURIER'S APPEAL.

THE tour which Sir Wilfrid Laurier made to the West during the summer of 1910 attracted attention throughout not only Canada, but the Empire. The Premier's statement of his views on outstanding problems of the day created the utmost interest. From the physical point of view alone, the task which Sir Wilfrid undertook in traversing the Western portion of the Dominion was formidable enough. Between leaving Ottawa and his return to it, the Premier travelled a total distance of considerably over 9,500 miles, and was seen and heard by at least 250,000 people. The number of mass meetings he addressed was thirty-two, and in addition he made speeches from his car at various points along the route, and received a large number of deputations, as well as taking part in several public ceremonies. It says much for Sir Wilfrid's staying powers that he returned to Ottawa in splendid health and spirits, apparently as buoyant and vigorous as when he left the capital two months before.



SIR WILFRID ADDRESSING A MEETING DURING HIS TOUR.

There is little doubt the influence of this tour will be favourable in every way. Not only did the Premier gain a first-hand acquaintance with the West, and had his pride in Canada's heritage increased thereby, but he became a link between the West and East—something which was not a little needed. At the same time, he was able to report on his return that the dominant spirit of those he had met in the West was one of pride in Canada's heritage. As was made evident, too, from more than one speech in the course of his tour, he was much struck by the enthusiasm for Canada's future and confidence in her institutions among the newcomers—a characteristic even more marked in their case, according to him, than in that of the native-born. Whatever tongue they spoke, he said, whatever blood they owned, they were all proud to call themselves Canadians. He remarked a growing broadness of view which convinced him that "not yet, but soon, there will be neither East nor West, but instead of the pride of locality, only a pride in Canada, our common country."

At Regina, Sir Wilfrid Laurier appealed for "a united and whole-souled spirit of Canadianism." That appeal was addressed more particularly to the newcomers in the West, though, of course, it was directed to the older settlers as well. A natural result of this and other appeals of the Premier's of a similar character was to raise the question as to what the Canadian spirit actually is. It is not an easy question to answer in the case of a new country like the Dominion, towards the making of which so many different types and nationalities have contributed and are contributing. Sir Wilfrid himself threw some light upon this point, so far as his own conception of the Canadian spirit is concerned, in an earlier speech at Saskatoon. "Where," as he then said, "there is a man who is not satisfied with his lot in his own native land, he turns his eye to the Dominion of Canada, and to one and all we say, 'Come.'" And he indicated how people from so many different lands had answered that welcome. "They have come from the Danubian Provinces, from Germany, from France, from Scandinavia, from the British Isles, and from the sister Republic. To all we say: 'We are ready to share with you our lands, our laws, and our institutions.'" To each and all of the members of these different nationalities, of course, the laws and institutions of Canada are common. Sir Wilfrid laid stress upon the idea of freedom and equality. He instanced the Danubian fleeing from despotism to peace and plenty, the German from militarism to an absence of conscription, the Frenchman to greater freedom and greater justice, the Scandinavian to a land far superior to his own. The Briton, too, he said, would find "another British land," and the American "not a republic but a monarchy"—a "crowned democracy"—in which there was "as much freedom, as much justice," as he left behind him in his own Republic. The representatives of all these various factors Sir Wilfrid looked forward to seeing "true Canadians, all having in their hearts the greater pride of a Canadian nationhood."

Nor did Sir Wilfrid lose any opportunity of urging their Imperial responsibilities upon these citizens of the Dominion. "We are going to build the British Empire," he said at Humboldt, Man., "upon the rock of local autonomy, which is connected with Imperial unity. I appeal to all races and creeds to stand by these two ideas—the autonomy of Canada and the unity of the British Empire." Therefore he endeavoured to impress upon the individual the closeness with which his own interests are bound up with the prosperity of Canada as an autonomous nation and of the British Empire as a homogeneous whole. At Selkirk he told his hearers:—

> "This is our country. We are all fellow-citizens; we know no East and no West in that sense. We are all Canadians. I have worked all my life for harmony in the citizenhood of all races who inhabit our common country. May we all, by the grace of God, consecrate our lives and our service to that end."

At St. Anne he made an inspiring appeal to his French-Canadian compatriots:—

> "We are sons and daughters of the old world—English, Irish, Scotch, French. We love the past, we revere those gone before, but our duty is in the present. We have a great new country, our heritage. We are all Canadians. Opportunity is ours. Under the British flag let us unite—every one of us, whatever our origin, loving the old not less, but our own more, to make of our wonderful home land, Canada, *le pays de justice, de liberté et de bonheur*."

At Winnipeg he made a no less striking appeal to the community of American immigrants:—

> "No one desires you to forget your native land. As Britons, we earnestly desire a closer bond of union between the land of your birth and the land of your adoption. The two greatest countries to-day are Great Britain and the United States. Let them be united, and the peace of the world will be for ever assured. The friendship which has existed between the country of your birth and the land of your adoption should continue. . . . You know nothing of the separation of creeds and race, for you are all Canadians here."

On the question of Imperial preference the Premier was no less decided. The two considerations with regard to the tariff, which he laid down at Brandon as supreme, when promising that enquiry would be made into the tariff as affecting the agriculturists in the West, are:—"British preference must stand, first, last, and all the time," and "vested interests must be regarded." And in an eloquent passage in his closing speech at Medicine Hat he thus summed up his national and Imperial creed:—

> "We are all working together to build up Canada as a nation, not by following a beaten path, but by choosing our own course and hewing out our own road. Our experience has no parallel in any part or age of the world. History tells us of countries which have reached the status of nationhood by severing their connection with the parent seat. We have found the secret of becoming a nation without breaking off with the Motherland. We are proud of our nation and proud of our Imperial connection."

Not least of all, Sir Wilfrid Laurier had his patriotism greatly stimulated and strengthened by his Western tour. He learned, he said, to know his country during those two months. "I left home a Canadian to the core," he declared at Medicine Hat. "I return ten times more Canadian. I have imbibed the spirit and enthusiasm of the West. I am a true Westerner henceforth: nay, I should say, a Canadian, for we must in future aim to know West and East only in our emulation of what is best in each other."

CANADA'S MIXED CITIZENSHIP.

That Sir Wilfrid Laurier was speaking the literal truth in regard to the large number of nationalities represented in Canada's population may be realised from the following statistics giving the origin of the immigrants who arrived during the last fiscal year:—

English, 40,416; Scottish, 14,765; Irish, 3,910; Welsh, 723. Total British, 52,901.

United States, 103,934.

Africans, South, 97; Australians, 203; Austrians, 4,195; Bohemians, 64; Bukowinians, 725; Croatians, 74; Dalmatians, 11; Galicians, 3,368; Hungarians (not otherwise specified), 621; Magyar, 85; Ruthenians, 568; Slovak, 77; Belgians, 910; Bulgarians, 557; Chinese, 2,156; Dutch, 741; French, 1,727; Germans (not otherwise specified), 1,516; Bavarians, 2; Prussians, 12; Saxons, 3; West Indians, 146; Bermudians, 13; Jamaicans, 43; Greeks, 452; Hebrews (not otherwise specified), 343; Russian Hebrews, 2,745; Polish Hebrews, 28; Austrian Hebrews, 59; German Hebrews, 10; Italians, 7,118; Japanese, 271; Newfoundlanders, 3,372; New Zealanders, 82; Portuguese, 2; Poles (not otherwise specified), 174; Austrian Poles, 483; German Poles, 12; Russian Poles, 738; Persians, 5; Roumanians, 295; Russians (not otherwise specified), 4,564; Finns, 1,457; Spanish, 42; Swiss, 211; Servians, 76; Danish, 300; Icelandic, 95; Swedish, 2,017; Norwegians, 1,370; Turkish, 517; Armenians, 75; Egyptians, 2; Syrians, 195; Arabians, 14; Negroes, 7; Hindoos, 10.



RECEPTION OF SIR WILFRID LAURIER AT PORT ARTHUR.

The Hon. L. P. BRODEUR, Minister of Marine and Naval Service, writes: "I sincerely hope that 'Canada' will continue to be valuable both for Canadians abroad and Canadians at home."

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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EARL GREY'S VISIT TO THE FAR NORTH: A Cruise in Canada's "Mediterranean."

LAST year—the tercentenary of Hudson's discovery of Canada's "Mediterranean"—Earl Grey, the Governor-General, made an extensive tour in the Far North. The object of the journey was epitomised by His Excellency himself as being, "To explode the theory of the Frozen North and to add another chapter to the history of northern travel." His Excellency and party left Winnipeg on August 5, being accompanied by the Countess Grey and Lady Evelyn Grey as far as Norway House, now the headquarters for the trade of the great territory north and east of Lake Winnipeg and Hudson Bay.

The following account of the expedition was prepared by Professor R. W. Brock, who was one of His Excellency's party:—

On Monday, August 8, preparations for the journey were completed by Major Moodie, who had charge of the arrangements. The



AN ESKIMO SUMMER CAMP.

party embarked in twelve canoes, with twenty-four Indians. Three mounted policemen formed the escort, and two servants completed the brigade. Ten miles were made that afternoon. Next morning the camp was roused at four o'clock, and by 5.20 breakfast was over, the canoes loaded, and the journey resumed. At 9.30 a stop was made for a voyageur's déjeuner. About 1.30 a stop was made for lunch, and at six they camped for the night. This schedule was maintained throughout the trip.

The canoe route leaves the Nelson River and ascends the Etchimamis, a small, swampy stream, which was followed to its head at Painted Stone Portage. Here the Etchimamis was left and a short portage made. After that swampy stream, the rocks, hills, and island studded lakes and wooded shores of the Hays River were welcome. Everyone paddled and assisted in portaging, and, aided by a favourable breeze, which enabled the canoes to sail, excellent time was made.

On August 12 the beautiful Oxford Lake was traversed, and the party arrived at Oxford House, which is situated on a clay peninsula about 50 feet high near the end of the lake. We approached with the flotilla of canoes abreast, His Excellency's canoe in the van in the centre of the line. Indians grouped about the Hudson Bay post fired round after round from shot guns as a fusillade of welcome. Subsequently, in replying to an address of welcome, Earl Grey expressed much satisfaction at the prosperity of the Indian community, and urged them to better their present enviable position by further developing native arts and utilising the resources of the fine soil of the district.

The party then proceeded, camping by Beautiful Trout Falls. A strong wind aided the run though the picturesque Knee and Swampy Lakes. The run for a distance below Swampy Lake was most exhilarating, being through a succession of small rapids, some of which the party ran without portaging. On these portages one could not help picturing the old voyageurs, who had first carried their canoes and supplies past them; the pioneer traders with wares for barter; early explorers, such as Sir John Franklin, struggling with unwieldy craft; Lord Selkirk's Red River settlers, with meagre effects; British soldiers on the way to protect the colony from possible American aggression; Hudson's Bay Company brigades, laden with rich furs; missionaries penetrating the wilderness to spead the gospel; governors of the Hudson's Bay Company travelling in state.

From the last of the portages to the sea there is 105 miles of river unobstructed by rapids, but with a swift current. York Factory was reached about 8 p.m. on August 19, in a heavy rain, with the canoes in the same order as at Oxford House. From the Esplanade in front of the post the Indians fired salvoes, and two nine-pounders, with slow matches, blazed away as fast as they could be re-loaded.

The trip to Hudson Bay was made without mishap, and from start to finish was a delightful pleasure excursion. The fly-season was over, the weather was good, and it was hot enough to make swimming a delight. Everyone was surprised and charmed by the scenery. The nights were made glorious by Northern Lights. The wonderful lakes and water-courses made one realise, as never before, the value of this region to Canada as a limitless holiday ground for millions of people.

For some distance from Lake Winnipeg the country is rocky, though a large area of good land lies to the north, and becomes more plentiful as Oxford Lake appears. Along Knee Lake, and from there to the Bay, the soil is deep, consisting of clay and clay loam. Extensive schists, and diabase that may be mineral-bearing, and that are certainly worth prospecting, occur on the Upper Etchimamis, Oxford Lake, and Knee Lake, appearing to extend to Pipestone, and to cross Lake Factory. In all probability the iron ore formation of Lake Superior will be found in it, and other minerals may be present.

York Factory is built on a low and swampy peninsula, at the confluence of the Hayes and Nelson rivers. It was an important post at one time, being the supply point for the whole of Western Canada, but the large building, at present only partially occupied, is an evidence of its fallen greatness.

On August 20, the flotilla reached Nelson Harbour, and the Canadian hydrographic schooner, which is engaged in surveying both the rivers, was sighted. These rivers bring down a large amount of sediment, and fill up the estuaries with shifting bars. The steamer *Earl Grey*, which was to meet us here, could not be seen, as she lay anchored in the roadstead, twenty miles off the land.

Before leaving York Factory, His Excellency received a deputation of Indians, and gave them some much-needed advice regarding the ventilation of their dwellings.

The run to Churchill was most enjoyable, no wraps being required when sitting on deck. At eleven o'clock in the evening we were on deck without hats or coats, watching the Northern Lights. Summer sailing on the Mediterranean of Canada we found as pleasant as it could have been on the Mediterranean of the Old World. At Churchill Harbour, the next morning, we were on deck at six o'clock in pyjamas for coffee.

The Hudson's Bay Company steamer *Pelican* was in the harbour, but sailed almost immediately for York and Moose Factories. The harbour, the Hudson's Bay post, the North-West Mounted Police barracks, Old Fort, Prince of Wales, the Indian and Eskimo camps, on a site opposite the town, and the proposed railway yards, were all inspected.

Churchill we left at 7 p.m., and the ship was headed for Hudson Straits. The run was without incident, the weather fine, and wraps were superfluous. No ice was seen, not even enough to cool a glass of champagne. The ship then coasted along the north shore of Ungava, running into Prefontaine Harbour and Saglock Bay. Along Charles Island numerous walrus were met.

On the 26th we ran down the shore of Baffin Land, sighting Grenfell Glacier. A number of icebergs, drifting in from Davis Straits, were seen during the day, forming a beautiful picture in the bright sunlight. At Port Burwell, on the east point of Ungava Bay, a stop of two days was made for watering the vessel, which enabled the party to visit the Moravian Mission. On August 29 Port Burwell was left, and, steaming around Button Islands, we reached the Atlantic.

The extended trip through Hudson Bay estuaries was as pleasant as a summer sail upon the Atlantic. Certainly, if we had not known, we would never have guessed that we were on what has been popularly regarded as a Polar sea. We constantly speak of it as the Mediterranean. For 178 years the Hudson's Bay Company ships have come in without missing a year, save once. For 300 years it has been frequented by ships of all descriptions, from the



THE ROYAL NORTH-WEST MOUNTED POLICE BARRACKS AT FORT CHURCHILL.

pinnace of 20 tons to frigates of 75 guns, and finally to the *Earl Grey*, of 2,500 tons. Scarcely a ship has experienced serious trouble, although the majority have been sailing vessels without auxiliary power to keep them moving through the ice; and, although there are no artificial aids to navigation, not even detailed or accurate charts being available, routes are established, currents and magnetism carefully worked out. When sailing masters become thoroughly familiar with this route to the East, the safety of navigation will be increased, and the season of navigation may be lengthened over the present three and a half to four months, from mid-July to November, which is generally considered by those who have experienced these waters to form the period during which the route is navigable.

Earl Grey subsequently visited Newfoundland and made a tour of the Maritime Provinces.

A CABINET MINISTER'S NORTHERN TRIP.

The Hon. Frank Oliver's 10,000 Mile Journey.

THE Hon. Frank Oliver, Minister of the Interior, last summer made a journey of nearly 10,000 miles, by railway, trail, and waterway, principally through the unexploited northern regions of the Dominion. Mr. Oliver started from Ottawa on May 25, 1910. A summary of his journey is as follows:—From Ottawa to Edmonton is 2,400 miles; Edmonton to Fort McPherson, 1,950 miles; Fort McPherson to Fort Yukon, 450; Fort Yukon to Dawson, 477; Dawson to Vancouver, 1,500; Vancouver to Ottawa, 2,800; total, 9,577 miles.

"The first 2,400 miles of the journey," said Mr. Oliver, "was by rail to Edmonton; then 100 miles with team; thence 160 miles with canoe; thence 80 miles in a scow; thence 200 miles in canoe; steamer, 100 miles; team, 16 miles; steamer, 1,300 miles; landing us at Fort McPherson. The portage from McPherson to the head waters of the Porcupine is called sixty miles. Surely it is a liberal sixty, with mosquitoes also more than liberal. More than 400 miles down



TRAVELLING BY CANOE IN THE NORTHLAND: POLING RAPIDS.

the Porcupine waters by canoe, and we landed safely at Fort Yukon. The rest of the way is by palatial steamer and the railways, and is counted easy sailing.

"I deem my trip this side of Fort Yukon nothing unusual as a feat in travelling. In fact, I think that, aside from the portion not provided with the established means of conveyance for steady travel, the trip is not really so marvellous; but, of course, it is a long trip, and one over a course seldom covered in one continuous jaunt, and possibly has not been covered over the same full course as I travelled in so short a time.

"We found everything serene, and all traders and settlers prospering along the route. In the Mackenzie Valley the vegetation was high. We were there the last of June, and I was surprised to find the growth so rank at that time.

"The Mackenzie is a vast river, with a wide valley, largely boggy, but doubtless of a nature that can be drained. Thousands and thousands of miles of fine land are there. If the Mackenzie River only penetrated the heart of the prairies instead of the remote region it does, that valley would now be one of the most productive in the world. But I do not say that it will not be occupied. The pressure of population will see the Mackenzie country brought into the range of desirability. It will be a country for homes. The trip from Edmonton to McPherson is north-westerly. Many fail to appreciate how much so it is. McPherson is as far west as Skagway. By this one can better realise how far towards the west one travels in going from Edmonton to McPherson. The turn to the west, however, is not until one is well along on the journey out from Edmonton, or near Fort Chippewyan.

"The mineral belt of the northern country is so vast that it is difficult to say how far it extends. However, from what I gathered on the trip and data available, I believe that the precious minerals may not be found in the Mackenzie Valley unless in its most easterly reaches. The formation does not seem favourable for gold and such



A STEAMER ON THE MACKENZIE RIVER.
This vessel, the H. B. Co.'s *Mackenzie River*, plies between Smith Landing and Fort McPherson at the mouth of the river, a distance of 1,273 miles.



ASPHALT DEPOSITS ON THE BANKS OF THE ATHABASKA RIVER.

land with far greater appreciation of the true worth and the vastness of the resources than do the people of the Dominion and the rest of the world in this day."

CANADA'S COAL DEPOSITS.

Dr. D. B. Dowling, of the Geological Survey, has pointed out that the deposits of coal now known to exist in Canada would supply the needs of the whole civilised world for the next 170 years. These deposits compare favourably with those of the greatest coal-mining country in the world as to quality, quantity, and accessibility for mining purposes. In Germany and Great Britain seams are being mined which are only 2 ft. thick. In Canada they do not look at a seam less than 4 ft. thick. The Nova Scotia measures are only about 40 ft. thick, but in the Rocky Mountains the average is 100 ft., and some seams in the Crow's Nest area show a thickness of 250 ft.

A conservative estimate placed upon the coal beds minable in Canada gives the following:—For anthracite, 429,000,000 tons; bituminous, 89,609,000,000 tons; lignite, 82,021,000,000 tons. The total minable area of coal deposits in the Dominion will therefore give approximately 172,059,000,000 tons. Great Britain's deposits of bituminous coal are estimated approximately at 60,000,000,000 tons, while that of Germany is estimated at 52,000,000,000 tons.

Dr. Dowling gave the following estimates for the several Provinces:—

Yukon.—An area of 400 square miles of coalfields, containing 9,000,000 tons of anthracite, 32,000,000 tons of bituminous, and 850,000,000 tons of lignite.
Mackenzie.—200 square miles, 500,000,000 tons lignite.
British Columbia.—1,135 square miles, 20,000,000 tons anthracite, 23,642,000,000 tons bituminous and 314,000,000 tons lignite.
Alberta—19,589 square miles, 400,000,000 tons anthracite, 44,539,000,000 bituminous and 60,002,000,000 tons lignite.
Saskatchewan.—7,500 square miles, 20,000,000,000 tons lignite.
Manitoba.—46 square miles, 330,000,000 tons lignite.
Ontario.—10 square miles, 25,000,000 tons lignite.
Nova Scotia.—932 square miles, 6,250,000,000 tons bituminous.



THE GRAND RAPIDS OF THE ATHABASKA
On the left are shown unique sandstone concretions, about 6 ft. in diameter. Above are to be seen scows such as Mr. Oliver travelled in on his northward journey.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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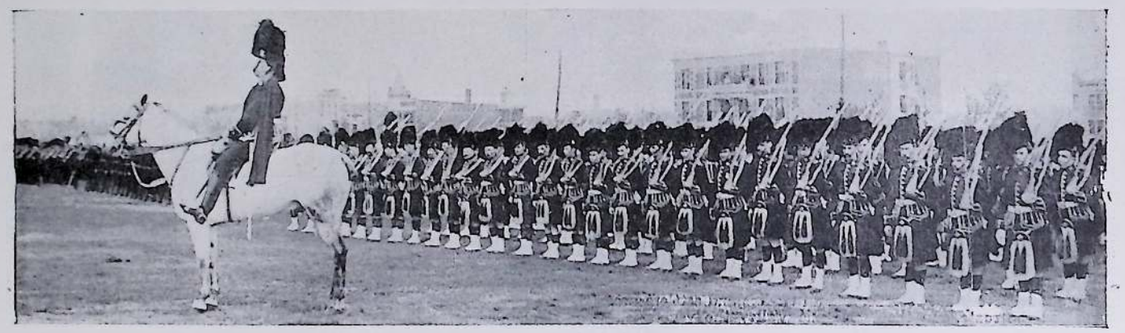
THE CANADIAN MILITIA: ITS ESTABLISHMENT AND TRAINING.

THE Canadian Militia is organised in two parts—the Permanent Force and the Active Militia. The establishment is at present 235 officers and 2,673 rank and file in the case of the former, and 3,545 officers, 40,197 men, and 7,897 horses in the latter. The scheme of the Department of Militia and Defence as outlined by Sir Frederick Borden, the Minister, in the course of a speech in the House of Commons, provides ultimately for a first line of 100,000 men, ready to take the field, and a more distant second line of another 100,000. These latter would be provided by the working of the Militia Act on the principle that every able-bodied male within certain years of age is liable to military service for the defence of his country. The latest official returns available show that the strength of the Permanent Force is as follows:—

	Authorised Establishment. Officers	Rank & File.		Strength on March 31, 1910. Officers.	Rank & File.
Royal Canadian Dragoons	17	169	.....	16	177
Strathcona's Horse (Royal Canadians) ...	12	89	.....	6	74
Royal Canadian Horse Artillery	16	269	.....	12	261
Royal Canadian Garrison Artillery ...	41	649	.....	32	604
Royal Canadian Engineers	25	225	.....	22	203
Royal Canadian Regiment	43	887	.....	30	914
Canadian Permanent Army Service Corps	13	121	.....	9	105
Permanent Army Medical Corps	25	64	.....	23	70
Canadian Ordnance Corps	31	154	.....	23	179
Canadian Army Pay Clerks	12	18	.....	13	27
Corps of Military Staff Clerks	—	35	.....	—	35
Seconded and attached for duty	—	—	.....	6	—
Totals	235	2,673	.....	192	2,052

The strength of officers in 1909 was 206, and of men 2,591.

The total expenditure of pay and allowances to the Permanent Force in the year under review was $1,381,510.44



A CRACK CORPS: THE 5TH, "ROYAL HIGHLANDERS OF CANADA," ALLIED TO THE "BLACK WATCH."

The following table gives the details of training of the Active Militia during the year under review:—

	Authorised Establishment. Officers.	N.C.O.s and Men.		Number Trained. Officers.	N.C.O.s and Men.		Untrained. Officers.	N.C.O.s and Men.
District Camps	1,346	14,550	...	1,095	11,095	...	368	3,881
Regimental Camps ...	788	8,783	...	614	6,855	...	104	2,209
Local Headquarters ...	1,411	16,855	...	1,195	15,370	...	223	1,812
Totals	3,545	40,197	...	2,904	33,320	...	785	5 207

In the training camps in 1908, 3,053 officers and 39,989 N.C.O.s and men were trained out of an establishment of 4,125 officers and 45,567 N.C.O.s and men.

The expenditure during the year under review amounted to $5.921,315.70, a decrease of $563,492.61 as compared with that for the previous twelve months. This reduction was mainly due to the fact that in 1908-9 the annual drill account was unusually heavy on account of the preparations for and attendance at the Quebec Tercentenary, the total for that account in the year 1908 being $1.304,796, against only $796,608 in 1909. This was due to the fact that many rural corps trained in regimental camps at their local headquarters instead of in district camps, thus raising transport expenses. Further, the expenditure was reduced in pay and provisioning, owing to the force being kept at lower strength.

An important work now being carried on is the re-armament of the Field Artillery with a Q.F. 18-pr. Already eight field batteries have been supplied, and it is hoped that the re-armament of the whole —twenty-five batteries in all—will be carried out by 1912.

During the year 1910 one infantry regiment was disbanded, but four have been raised, while two regiments of cavalry were raised, as well as several independent squadrons.

Further, a Mobilisation Committee is carrying out the organisation of the various troops into commands and independent districts, so that war establishments can be raised at an early moment, with the full number of troops of all arms and field equipment.

The number of rifle associations which are supervised by the Department are 154 military, with a membership of 16,022, and 465 civil, with 27,054 members, as compared with 552, with a membership of 39,346 in the previous year.

The Department of Militia and Defence also supervises the cadet corps of the Dominion, and in these a steady growth is maintained. On March 31, 1910, the numbers of gazetted corps reached 215, embracing 362 companies, with a membership of 15,000 boys. This was a net increase over the previous year of thirty-six corps, embracing thirty-three companies, with a membership of over 2,800. Ross rifles Mark II.*, the service arm of the Militia, are issued for drill and target practice, and in addition to enabling the cadets to receive a course of training similar to that of the Militia, these rifles form a valuable reserve of arms which would be easily obtainable should any emergency require them.

In addition to the cadet corps movement, physical and military training is carried out under the provisions of Lord Strathcona's gift of $250,000 in the Provinces of Prince Edward Island, Nova Scotia, New Brunswick, Ontario, Saskatchewan, and British Columbia.

THE MILITIA IN 1909-10.

An important pronouncement on the efficiency of the Militia was made by Major-General Sir Percy H. N. Lake (who in November last resigned the position of Chief of the Canadian General Staff to take up the command of the 7th Division in India), in the annual report for the year 1909-10.

It will be remembered that the Militia estimates were greatly reduced owing to the state of the public revenue at the beginning of the financial year of 1909-10. General Lake, in his annual report for that year, considered that the "efficiency of the whole force suffered severely from the decrease of votes upon which it depended for maintenance and drill." He added that "the reduced establishment at which nearly all units had to train made it exceedingly difficult to form a correct judgment upon the state of efficiency of these units." In spite of this, however, the Inspector-General observed: "The impression left on me by my inspections as a whole is that the force generally has at least not gone backward during the past season in training, while some units have made decided progress. My report of last year stated that it would be a mere truism to say that the Militia Force was not at present really efficient or ready to take the field. No force with only twelve days' training in the year can be so. The extension of the term of training of the Artillery to sixteen days, though even this term is too short, has greatly improved that arm. To extend the training for all branches of the service to sixteen days would not add more than $200,000 (if so much) to the present training vote. I deem it right to draw the attention of the Militia Council again to another important question referred to in my report of last year, viz., the absolute necessity for having efficient officers if partially trained troops are to take the field with any hope of success. So far our system has failed, and is failing, to provide the force with a sufficient number of efficient officers and non-commissioned officers." In conclusion, Sir Percy added:—"The best hope for the efficiency of the Militia Force, the Army of the Dominion, lies, in my judgment, in the success of the cadet movement, an increased period of annual training, and above all, in the adoption of suitable measures for increasing the supply of qualified officers and non-commissioned officers."

SIR JOHN FRENCH'S RECOMMENDATIONS.

In his report upon the best method of carrying into effect the recommendations of Sir John French after he had inspected the Militia in 1910, the Inspector-General emphasises the need for a larger amount of "thinking power," which is only to be attained by an efficient General Staff, able to develop and carry out the plans of the superior officers. Such a Staff Sir Percy is convinced can only be obtained by following practically the example of Great Britain since 1900, since when the "thinking power" has been greatly developed in the Imperial Forces. Sir Percy shows that the Canadian Militia is gradually working on correct lines towards the system in force in Great Britain, but thinks it should push on further, especially in the organisation of various units into divisions for greater rapidity in mobilisation, with its demand for reserves of horses, stores, and equipment.

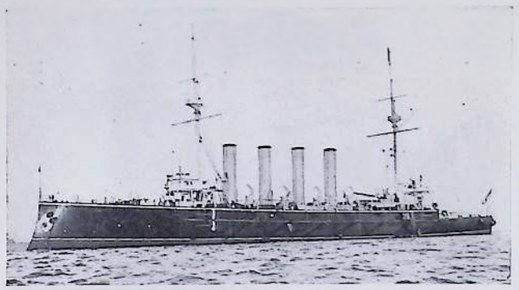
Both officers recognise the enormous importance of efficient and experienced officers and non-commissioned officers, who must form the most important part of any force composed largely of partially trained men. This need Sir John emphasises particularly, and Sir Percy urges that special attention should be paid to that portion of the Imperial Inspector-General's report, especially so far as concerns qualification tests. Both officers are in accord regarding the excellence of the material, and agree that the chief faults are all matters mainly of administration. Sir Percy adds that in many cases General French's recommendations are already being carried into effect.

THE CANADIAN NAVY: THE DAILY RATES OF PAY.

CANADA has given striking evidence of her readiness to assume a measure of the responsibilities of Imperial defence by the establishment of the nucleus of a navy. In 1909 a resolution was passed unanimously and enthusiastically by the Dominion House of Commons in favour of Canada's participation in the defence of the Empire, and in 1910 an Act was passed providing for the expenditure of a sum of money upon the organisation of a Canadian naval service to co-operate with the Imperial navy.

The Naval Service Act, which became law on April 20, 1910, provided for the creation of a Department of Naval Service; the establishment of a Canadian naval force, a Naval Reserve, and a Naval Volunteer Force; and the establishment of an institution to be known as the Naval College of Canada. As defining the Imperial position of the Canadian Navy, a section of the Act reads: "In case of an emergency the Governor in Council may place at the disposal of his Majesty for general service in the Royal Navy, the Naval Service, or any part thereof, any ships or vessels of the Naval Service, and the officers and seamen serving in such ships or vessels, or any officers or seamen belonging to the Naval Service."

At the Imperial Conference on Defence in 1909 it had been decided by representatives of the Dominion Government and the British Admiralty that Canada should make a start with a force composed of cruisers of the *Bristol* type and destroyers of the *River* class, part to be stationed in the Atlantic and part in the Pacific. The Government decided upon the purchase from the British Government of the two protected cruisers *Niobe* and *Rainbow* for use as training ships. The *Niobe*, which arived in Canada in October last, has a displacement of 11,000 tons, and a speed of twenty-one knots. Built ten years ago by Messrs. Vickers, Son, and Maxim, her armament consists of twelve 6in. guns, four 3-pounders, two 2-pounders, and three torpedo tubes. She has 1,900 tons of armour, and her full complement of officers and men on service is 677. The *Rainbow*, a much smaller vessel, displaces 3,600 tons, and carries two 6in. guns, six 4.7in. guns, eight 6-pounders, and one 3-pounder. She, too, can steam up to twenty-one knots. The *Rainbow* arrived in Canada in October last.



H.M.C.S. "NIOBE," BOUGHT BY THE DOMINION GOVERNMENT AS A TRAINING SHIP, AND NOW STATIONED AT HALIFAX.

THE CANADIAN NAVY AND THE EMPIRE.

In welcoming the *Niobe* at Halifax, the Hon. L. P. Brodeur, the Dominion Minister of Marine, Fisheries, and Naval Affairs, spoke of the Imperial significance of the Canadian navy.

"The arrival in Canada of this, the first Canadian cruiser, is," he said, "an event of historical importance. It tells the story of a dawning epoch of self-reliance. It proclaims to the whole British Empire that Canada is willing and proud to provide as rapidly as circumstances will permit for her local naval defence and to safeguard her share in the commerce and trade of the Empire. . . . All parts of Canada, interior as well as on our seaboards, are interested in the safety of our commerce, in the free circulation of the life blood of our trade through the great arteries of our railways, canals, and mighty rivers. Consequently, this event appeals to all classes, conditions, political hues, and racial origins. The appearance of this splendid vessel in our ports speaks a mighty stride made by our young Dominion along the avenue of our future destiny. . . . We must consider that our interests are so interwoven with those of Great Britain that her supremacy on the sea and her perpetual command of the great commerce of the world appeal to us and awaken a responsive echo in our country. If, then, we can assist even in a small way, but in proportion to our strength and resources, in the solidifying of Britain's power, the maintaining of her influence, and the safeguarding of her supremacy, it becomes our duty to do so. And in this establishment of a Canadian navy for the protection of our commerce and defence of our coasts we are displaying to the world our readiness to do our share in the upbuilding of the Empire."

THE COST OF THE NAVY.

The Naval Estimates, introduced on April 30, 1910, by Sir Wilfrid Laurier, asked Parliament to vote $5,000,000 for the new navy. The Premier explained that it was the purpose of the Government to ask for tenders for the ten ships with which it was proposed to begin the new navy. The following expenditures were outlined in the speech:—

	$
Purchase price of the *Niobe*...	1,075,000
Maintenance and upkeep, victualling, clothing, medicine, &c., and for alterations on *Niobe* to fit her for a training ship ...	413,000
Rainbow, balance of purchase price and upkeep	293,100
Buildings, Naval College, barracks, &c.	590,000
Education	35,000
Dockyards, to modernise dockyards at Halifax and Esquimalt ...	210,000
Stores	50,000
Reserve ordnance	100,000

RATES OF PAY.

In the following tables the daily rates of pay to officers and men in the Canadian Navy are compared with the rates current in the Canadian Militia and the Navies of Great Britain and the United States. The figures given for the United States Navy in the first table represent the amounts received in port or on land. At sea the American officers' pay is increased by 10 per cent.

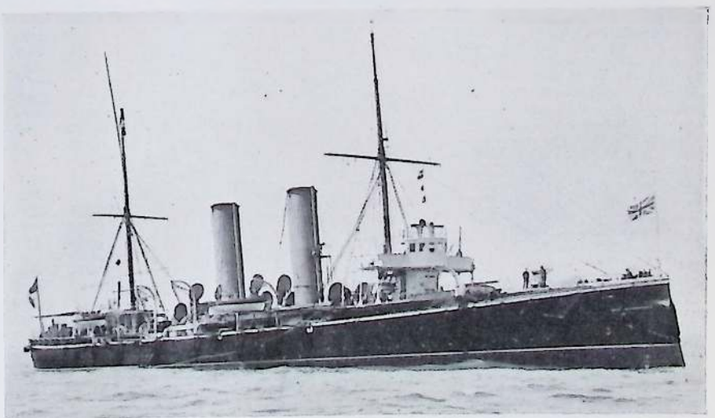
OFFICERS.

	Militia. $	British. $	American. $	Canadian. $
Captain	6.25	5.50 to 12.50	10.95 to 13.70	8.20 to 14.10
Commander...		5.30 to 6.10	9.60 to 12.30	6.00 to 9.50
Lieutenant	4.25 to 5.00	2.50 to 5.10	5.48 to 10.95	4.00 to 6.50
Sub-Lieutenant	2.75 to 3.25	1.22	4.66	3.00
Midshipman	—	0.42	3.80	2.60
Engineer Captain	—	8.55 to 9.80	10.75 to 13.70	13.50
,, Commander ...	—	5.88 to 9.30	9.60 to 12.30	7.50 to 10.25
,, Lieutenant ...	—	2.50 to 6.00	5.48 to 10.95	4.00 to 7.00
,, Sub-Lieutenant	—	1.80	4.66	3.00
Fleet Paymaster	—		9.60 to 12.30	7.00 to 9.00
Staff Paymaster	—	3.50 to 8.05	4.66 to 10.95	6.00 to 6.50
Paymaster	—			5.00 to 5.50
Assistant Paymaster ...	—	1.20 to 3.50		3.00 to 4.00
Surgeons	—	3.45 to 4.16	5.48 to 10.95	4.00 to 5.00
Chief Warrant Officers ...	—	2.45 to 3.20	3.10 to 5.48	3.50 to 5.15
Warrant Officers	—	1.32 to 2.40		2.50 to 3.85

MEN.

	Militia. $	British. $	American. $	Canadian. $
Seaman Class	0.50 to 2.75	0.30 to 1.30	0.58 to 2.58	0.50 to 2.40
Engine Room Department ...	—	0.40 to 1.82	0.89 to 2.56	0.75 to 2.50
Artisans	0.75 to 2.25	0.50 to 1.82	0.91 to 2.20	0.75 to 2.50
Sick Berth Staff...	—	0.32 to 1.10	0.73 to 2.20	0.75 to 2.50
Writers	—	0.25 to 1.35	1.10 to 2.20	0.75 to 2.50
Stewards	—	0.32 to 1.75	2.20 to 2.56	0.50 to 2.60
Cooks	—	0.40 to 1.10	0.91 to 2.00	0.50 to 2.25
Ship's Police	—	0.56 to 1.50	1.10 to 2.38	1.00 to 2.50
Schoolmasters	—	1.10 to 1.58	—	1.50 to 2.50
Officers' Cooks and Stewards	—	0.30 to 0.75	0.73 to 2.20	0.75 to 1.50

Men in the U.S. Navy also receive $6.56 extra on the first re-enlistment, and $4.56 a month extra on each subsequent re-enlistment. For each re-enlistment in the Canadian Navy men are granted an allowance of $1.50 per month if the term of service is fixed at five years, or proportionate rates if the term be longer.



H.M.C.S. "RAINBOW," BOUGHT BY THE DOMINION GOVERNMENT FOR TRAINING PURPOSES, AND NOW AT ESQUIMALT, BRITISH COLUMBIA.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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"THE RIDERS OF THE PLAINS."

Canada's Famous Regiment of Police.

THE Royal North-West Mounted Police is a force raised in the early seventies to hold in check the illicit liquor traffic carried on between unscrupulous traders and the Indians; to act as Customs officers; to protect the individual settler; as well as to perform the usual duties of a police force. So well have the famous Riders of the Plains carried out their difficult task that they are acknowledged to be the finest police force in the world. The earliest members of the force set a fine standard of justice to everyone, were he white or Indian, millionaire, or homesteading settler: made a reputation for the certainty of the capture of all evildoers, whether they were the worst desperadoes or small offenders; and established a splendid tradition among the force for the upholding of their famous motto, "Maintiens le Droit." Subsequent members have followed in their footsteps and upheld their high ideals, and the result has been that the Canadian West has been the cleanest "new country" which the world has ever known. The police patrol the whole of the Provinces of Alberta and Saskatchewan, the Yukon, and the territories of Mackenzie and Keewatin. Their district covers some thousands of miles, and patrols are carried on through winter and summer alike.

Commissioner A. B. Perry, the commanding officer at Regina of the North-West Mounted Police, in his report for the year ended September, 1910, refers to the necessity for enlarging the force. It was originally the intention of the Dominion Government feel that it is not doing all that it should. Every district officer commanding is constantly pressing for more men, in order that he may satisfactorily carry on the duties imposed upon him. One thousand men would not be too many to meet all the requirements."

The Commissioner again recommends a reduction of the first term of engagement to three years, and an increase of pay to the constables. Under the present regulations the full pay of $1 per diem is attained after eight years' service. Of course, the best men are promoted long before this, and a large percentage have reached the rank of sergeant. The constables, who have only one or two years' service, and are placed on detached duty, do not get sufficient pay.

The Mounted Police carry out much work of assistance to the Department of Customs, and also in respect of the preservation of game, notably wood bison, and of the fighting of forest fires. In this connection the Commissioner says:—"Our relations with the Governments of the Provinces and territories in which we are serving have been most amicable. We have received the most cordial support from the Attorneys-General and other departments. As an indication of the relations, I quote the following from the 1909 report of the Commissioner of Agriculture of the Province of Saskatchewan:—

> "'Before closing my report of the year's work, I wish to express my thanks to the Commissioner of the Royal North-West Mounted Police for the invaluable assistance given by his officers and men in enforcing the various ordinances administered by the department. In particular, I refer to the Horse Breeders' Ordinance, the Fire and Game Ordinances, and the Public Health Act, the latter calling for considerable vigilant work in patrolling foreign settlements quarantined for outbreaks of infectious and contagious diseases. Had it not been for the excellent service rendered to the Department by this hard-working and highly trained force of men, the spread of disease would probably have reached epidemic proportions.'"



"ANY COMPLAINTS?" A TROOPER ON PATROL IN PRAIRIE COUNTRY.

to disband the Police in the year 1910, by which time it was considered that the Provinces of Alberta and Saskatchewan would be in a position to police their own territories. Previous to that year, however, the Provincial Governments asked the Dominion Government to retain the force until 1916, and this request was acceded to. It now appears that the need for a strong and efficient police is increasing rather than diminishing, and this point Commissioner Perry brings into relief when he says:—"In my last annual report I ventured to express to you my views upon the inadequacy of our present strength. The experience of the year has only confirmed and strengthened those views. Settlement is going on apace: railways are building into every portion of the Provinces, and towns are springing up along these lines. No one will dispute the value of maintaining law and order among the newcomers from the very beginning. The moral and material advantages to Canada of a well-ordered and well-conducted population in these new Provinces are so well understood that I feel justified in submitting the question of an increase of strength to your consideration, especially as a new arrangement is to be made for the continuance of the force in these Provinces for another term of five years."

The strength of the force is now as follows,—49 officers, 600 non-commissioned officers and constables, and 545 horses; compared with a year ago, a decrease of 2 officers and 13 horses.

"Twenty-five new detachments," continues the Commissioner, "have been established during the year, without any increase in strength. I thought the limit of our elasticity had been reached last year; but I cannot resist the pressure to further extension. I have been compelled to meet the requirements of some new districts which are being settled up with a rapidity which no one can fully appreciate without actually travelling over all parts of the Provinces. The force is striving to meet the demands upon it with all its might, but with all the efforts of every member I cannot but

During the year under review, 10,489 cases were entered. Convictions resulted in 9,042 cases, being 86 per cent. of the cases tried; 1,258 cases were dismissed or withdrawn, and 148 cases were awaiting trial on September 30. There is an increase of 3,193 convictions over 1909. This appears startling, but on examination of the returns it is found that the increase is almost entirely due to convictions in minor cases. Assaults account for 231, offences under the Vagrancy Act for 1,130, theft for 223, and convictions under the provincial laws which are not criminal for 1,113.

Inspector John F. Burnett, the veterinary officer, reporting upon the horses of the force, remarks that horses suitable for police work are becoming scarcer every year, as there are practically no persons breeding the stamp required. The few light horses bred in the country are readily bought up by livery stable keepers and others requiring horses for light driving, and even this stamp is not produced in sufficient numbers to supply the demand, necessitating the importation of a considerable number from the south and east. Sound young horses of this type, if possessed of a little style and speed, bring about $250 to $500 each. The police are allowed to spend only from $140 to $225 on each horse. "The only solution to the problem which confronts the force that I can see," says Inspector Burnett, "is to breed our own horses, and I would strongly advise the Department to take the matter up with a view to making an early start." Commissioner Perry endorses this suggestion.

NEW HOMES FOR OLD.

Photographic Proofs of Settlers' Prosperity.



MANITOBA: THE ORIGINAL SHACK (IN THE CENTRE) AND THE HOME OF TO-DAY (ON THE RIGHT).



THE FIRST HOMESTEAD (ON THE LEFT) AND THE RESIDENCE THAT REPLACED IT.

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ON CANADA'S FARMS: Crops, Live Stock, and Wages.

THE report of the Census and Statistics Office for the year ended December, 1910, gives the total area of field crops grown in Canada during that year as 52,711,062 acres, and the value of crops as $507,185,500, compared with 50,065,556 acres, and a value of $552,902,100 in 1909; but with as good a harvest as that of 1909 it would have reached $557,723,000. Wheat, oats, and barley had in 1909 a total area of 18,917,900 acres, and a product of 575,608,000 bushels, with a value of $289,144,060, and in 1910 with an area of 20,992,900 acres and a product of 518,586,200 bushels, the value was only $248,758,500. The decrease in value was $40,405,700, which was $14,599,100 more than the decrease for all field crops, and a lower production of 18,591,000 bushels wheat, 58,686,000 bushels oats, and 9,981,000 bushels barley through drought and heat in Manitoba, Saskatchewan, and Alberta, from an area sown greater by 1,857,300 acres, accounted for the whole loss.

FIELD CROPS 1910-1909.

Crops.	Area in Acres.	Yield per Acre.	Total Yield.	Weight per Measured Bushel.	Average Price per Bushel.	Total Value 1910.	Total Value 1909.
		Bushels.	Bushels.	lb.	$	$	$
Fall wheat.....	707,200	23·49	16,610 000	60·11	·870	14,448,000	141,320,000
Spring wheat ...	8,587,600	15·53	133,379,600	59·71	·738	98,525,000	
Oats	9,864,100	32·79	323,449,000	36 04	·354	114,365,000	122,390,000
Barley	1,834,600	24·62	45,147,600	47·69	·474	21,400,300	23,434,000
Rye	81,100	18·35	1,543,500	55·72	·702	1,083,600	1,254,000
Peas	386 100	16·93	6,538,100	58·73	·80	5,754,000	7,222,000
Buckwheat	270,60S	26·77	7.243,900	47 83	·563	4,078.000	4,554 000
Mixed grains.....	575,700	33·76	19,433,600	45·45	·512	9,953,000	10,016,000
Flax.....	476,877	7·97	3,802,400	54·96	2·07	7.868,800	2,761,000
Beans	53,034	22·21	1,177,800	59·81	1·78	2,094,200	1,881,000
Corn for husking	328,499	57 00	18,726,000	57·14	·541	10,135,000	12,760,000
Potatoes.....	503,262	147·14	74,048,000	—	·45	33,446,000	36,398,000
Turnips, &c.....	236,622	402·36	95,207,000	—	·23	21,444,000	18,107,500
		tons.	tons.		per ton.		
Hay and clover S.	15,400	1·82	15,497,000	—	9 66	149,716,000	132,287,700
Fodder corn	271,900	9·38	2,551,000	—	4·68	11,957,000	15,115,500
Sugar beet.....	16,000	9·69	155,000	—	5·72	887,000	600,000

COMPARATIVE AREAS AND YIELDS OF WHEAT, OATS, AND BARLEY IN THE NORTH-WEST PROVINCES.

	Areas.		Yields.	
	1910.	1909.	1910.	1909.
	Acres.	Acres.	Bushels.	Bushels.
Wheat.....	8,335,400 ...	6,878,000	128,891,000 ...	147,482,000
Oats.....	4,398,000 ...	4,057,000	126,753,000 ...	125,439,000
Barley	1,016,900 ...	1,017,600	21,377,000 ...	31,358,000

The crops of rye, peas, buckwheat, mixed grains, and flax had in 1910 an area of 1,795,385 acres, a product of 38,561,100 bushels, and a value of $28,768,000, compared with 1,487,611 acres, a product of 39,270,000 bushels, and a value of $26,707,000 in 1909. Hoed and cultivated crops, comprising beans, corn for husking, potatoes, turnips, and other roots and sugar beets, fell off in both area and value, the area in 1910 being 1,137,417 acres, and the products 194,525,000 bushels, with a value of $68,006,200, compared with 1,180,095 acres, a product of 230,261,200 bushels, and $69,737,500 in 1909.

Fodder crops, which include fodder, corn, with hay and clover, showed in 1910 an area of 8,787,360 acres, a product of 18,048,000 tons, and a value of $161,673,000, compared with 8,479,950 acres, a product of 14,656,800 tons, and a value of $147,403,200 in 1909.

The production of fall wheat was 16,610,000 bushels; of spring wheat, 133,379,600; of oats, 323,449,000; of barley, 45,147,600; of rye, 1,543,500; of peas, 6,538,100; of buckwheat, 7,243,900; of mixed grain, 19,433,600; of flax, 38,032,000; of beans, 1,177,800; of corn for husking, 18,726,000; of potatoes, 74,048,000; and of turnips and other roots, 95,207,000 bushels.

The yield of hay was 15,497,000 tons; of fodder corn, 2,551,000; and of sugar beets, 157,000 tons.

The yield of wheat, oats and barley during 1910 in Manitoba, Saskatchewan, and Alberta was 277,021,000 bushels, compared with 364,279,000 bushels in 1909.

Compared with 1909, the value of the field crops in Prince Edward Island was $9,988,100 to $9,213,900; in Nova Scotia, $21,202,000 to $22,319,300; in New Brunswick, $18,959,000 to $18,150,900; in Quebec, $97,107,000 to $90,071,000; in Ontario, $204,002,000 to $200,398,000; in Manitoba, $55,206,000 to $74,420,500; in Saskatchewan, $84,138,400 to $97,677,500; and in Alberta, $16,582,000 to $20,741,000.

The value of the yield of crops per acre during 1910 compared with 1909 was, in Prince Edward Island, $18.89 to $17.79; in Nova Scotia, $22.78 to $24.89; in New Brunswick, $18.05 to $17.31; in Quebec, $17.79 to $17.20; in Ontario, $20.04 to $20.03; in Manitoba, $10.38 to $14.70; in Saskatchewan, $11.31 to $16.80; and in Alberta, $9.17 to $13.98.

FARM STOCK.

The report of the Census Bureau for January states that a record was created for values of stock in 1910. The total value of live stock on the farms is $593,768,000, which is $34,979,000 more than in 1909. The price per head of horses is $132.50, as against $130.72 in 1909; of milch cows, $42.60, against $36.36; of other cattle, $30.90, against $38.81; and of sheep, $6, against $5.89. Swine alone show a drop in average price, being $11.30 per head, against $11.80. The total value of horses is $293,398,000 for last year, against $278,789,000 for 1909; of milch cows, $121,613,000, against $100,601,000; of other cattle, $131,781,000, against $126,326,000; and of sheep, $15,819,000, against $15,735,000. The value of swine, however, fell from $34,368,000 in 1909 to $31,157,000 in 1910.

The highest average price of horses was in Saskatchewan; of milch cows, other horned cattle, and sheep in Ontario, and of swine in Quebec. Horses three years old and over reached the highest price in British Columbia, where the average was $225. Swine per 100 pound live weight ranged from $6.50 in Manitoba to $9.62 in Quebec. The price of unwashed wool was 18 cents in 1910 and 17 cents in 1909, and of washed wool 24 cents for each year.

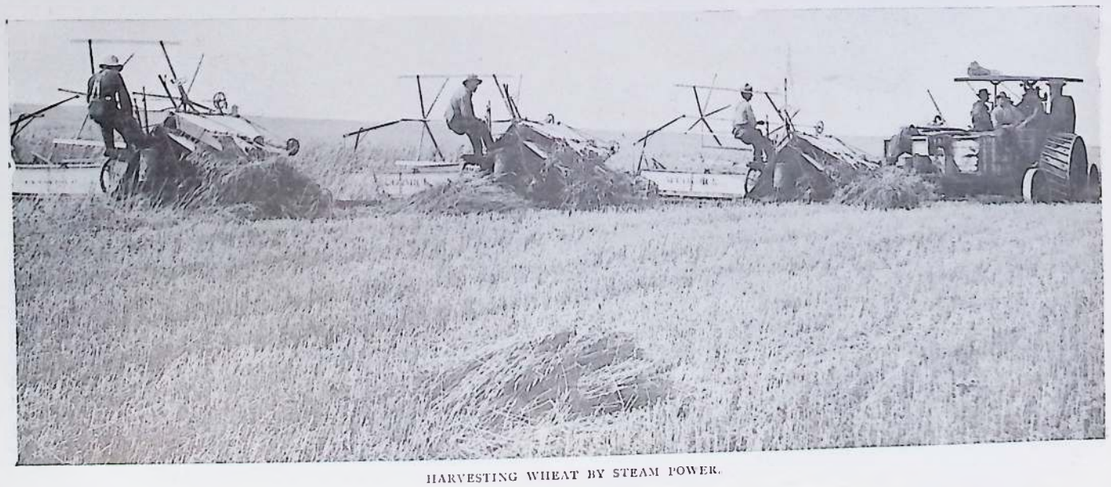
The average value of occupied farm land in the Dominion was $38.45 per acre, or 15 cents less than that for the previous year. It was highest in British Columbia, where the cost of clearing is heavy, and land is largely occupied for fruit growing, the average being $74 per acre, or 56 cents per acre more than in the previous year. Ontario came next with $48 per acre, which was $2.22 less than in 1909.

FARM WAGES.

The Census Bureau also reports a record in farm wages. Farm help for the summer season showed an average of $35.15 per month for males, and $20.70 for females, counting board, as compared with $33.69 and $19.08 respectively, in the previous year. Males had an average of $347.10 and females $209.69 per year, counting board, as against $336.29 and $206.08 respectively for 1909. The highest prices per month in summer were paid in Saskatchewan, Alberta, and British Columbia, where they were $40 and over for males, and $25 and over for females, counting board.

The average rate of board per month ranged from $8 for males and $6 for females in Prince Edward Island, to $20 and $17 respectively per month in British Columbia.

The average rates of wages and board are quoted for the farm where males are employed on the land and females in the houses. Their averages are computed from a number of returns by farmers to the Census Office.



HARVESTING WHEAT BY STEAM POWER.

PROFITABLE FARMING: PROSPECTS OF WESTERN SETTLERS.

The following facts and figures, derived from actual experience, will be found useful and suggestive by those contemplating settling in Canada and taking up farming in the West.

THE all-important question to begin with for the man who takes up farming in the West is the cost of bringing the prairie into cultivation. The Scottish Agricultural Commissioners, who visited Canada a year or two ago, estimated this cost per acre as follows:—

Breaking	$3.50
Discing	1 75
Harrowing	.70
	$5.95

After the breaking, the land is often left until the next spring, when seeding is done at the rate of 1½ to 2 bushels per acre. "The expense of threshing," say the Commissioners, "varies according to the district. In Manitoba, where the mill owner provides the mill and its men and four forkers, 4 cents per bushel of wheat are charged. Where, however, he provides all labour save the carting of the wheat to the railway station or elevator, the charge is 7 cents per bushel. In the North-West it is as high as 9 cents per bushel. The labour bill for the first crop, in addition to breaking, discing, and harrowing, above referred to, is as follows:—

Seeding	$0.50
Harrowing twice	.35
Seed—1¼ bushels, at, say, 90 cents per bushel	1.35
Cutting, say, 19 bushels	.40
Twine	.30
Stooking	.20
Board of men and hauling grain	.05
Threshing—19 bushels at 7 cents per bushel	1.33
Together	$4.48

"The above figures," continue the Commissioners, "have not only been carefully verified, but they were obtained by the Commission from a farm manager once in the employment of one of them, who has been farming in Canada for the past few years, and they may be accepted as the maximum expenditure. It will be seen that the expense of the first crop amounts to $10.43. The expense of the subsequent crops will be $6.33, because, instead of having to break up the prairie at a cost of $5.95 per acre, the farmer has only to break up his stubble at a cost of $1.85. The profit depends a good deal on the price of wheat. We shall take it at 80 cents. It has been much lower, and it has been much higher, but as the tendency for a considerable period of years is more likely to be up than down, we think no objection will be taken to the figure. The result is an apparent profit of $4.77 (19s.) per acre for the first year, and $8.87 (£1 15s. 5d) the second. It is, however, only apparent, for we have not yet deducted interest on the capital invested in land and stock and fencing, nor the keep of men and horses during the period of the year when their labour is not necessary for the production of the wheat crop. Nor have we taken into account the land which must be ultimately fallowed. When, however, all these are taken into consideration, and even the drought and frost are not forgotten, there is more than a chance for the man of small means, and there is great opportunity for the man of brains and money."

SUPPLEMENTARY WORK

An interesting point to remember is that in Western Canada men who are starting with small capital do not depend entirely upon the proceeds of their farms for a living.

Taking the case of a man with a capital of £250, presuming he purchases 160 acres of land in the Central Alberta district, at an average price of $15 per acre, the first cash payment on this land would be $371.45. The second year he only pays interest on the balance, at the rate of 6 per cent., which means he would pay $122.43. Then the third year he starts paying his regular instalment, which is made up of the balance divided into nine equal annual instalments, and the interest split up into equal amounts, so that he knows exactly what he has to pay every year to the company—in this case $300.

After making payment, it would be well to have the land broken up by contract—either by steam or horses. This can always be arranged with a neighbouring farmer, who is generally only too pleased to do work of this description after he has got his own crop in. Fifty acres should be broken at first. This would cost approximately $5 per acre, or $150. The settler should purchase three horses, weighing about 1,000lb., cost about $100 per head. His disc, harrow, and binder he can purchase with a very small outlay of cash. Having obtained his horses and implements he can immediately go to work and disc 100 acres (as fast as the man who is ploughing), harrow it, and put in his own crop. He can then do the fencing, which will cost him approximately $100. Up to date his outlay has been approximately as follows:—

First instalment on land	£65 0 0
50 acres of breaking	50 0 0
Cost of horses	60 0 0
First instalment on machinery	20 0 0
Fencing	20 0 0
	£195 0 0

This leaves him £50 for building a house and living expenses. If the settler is a single man he does not need to build a very large house, and as soon as he has got in his crop he would probably go out and work with his team for a neighbouring farmer or contractor in some town. If he is a married man he could build quite a comfortable four-roomed house for about £40.

Many instances could be given where farmers who have gone from the Mother Country with as small a capital as £250 have made a success of farming in this way. Immediately they have their crop in and a house erected, so as to have some shelter for their family, they go out and work with their team, for which they get well paid. The experience of a family who practically did the work outlined above may be quoted. As soon as the crop was in and the house built, the father went into a town at a distance of four miles and obtained employment in a lumber yard, for which he was paid $60 a month. The eldest son went out with a team of horses and worked for the owner of a steam plough outfit, drawing water for the engine. For this he was paid $5 a day and his board. As soon as the crop was ripe the father and son returned to the farm, and harvested and stacked their fifty acres of crop. Then they both went back to work, the father to his old job, and the son worked with his team on a threshing outfit, for which he was paid $6 a day and board, which work lasted until after Christmas and well into January. With a small amount of capital they got a crop of fifty acres off their farm the first year, and the wages they were able to bring in were sufficient for them to have a very substantial amount to their credit at the end of the year. (See also p. 46.)



REAPING AND BINDING WHEAT.



THRESHING BY STEAM.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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FROM WHEAT FIELD TO FREIGHTER: The Grading of Grain.

FOLLOWING hard upon the harvesting and threshing of the crop on the Western prairies of Canada, the great annual marketing of the product of the wheat-fields commences. The progress of the wheat from the fields of its growth eastward to the great distributing centres of both the old and the new worlds is gradual, and is made as a rule in four steps. First of all, the farmer, as soon as his crop has been threshed, hands over his wheat to an elevator company, which in turn either stores the wheat in a local elevator or places it on board a train bound for a terminal point on the Great Lakes, such as Port Arthur or Fort William. From these lake-ports the grain is carried in huge freighters to Montreal, whence it is shipped to British and European ports. By no means all the grain produced in the West is shipped before the end of November, when the grip of winter stops navigation on the Great Lakes. The wheat shipments are then continued by rail to St. John, the New Brunswick port, to Halifax, Nova Scotia, and also to Portland, on the Maine seaboard. Later, in the spring, when navigation reopens on the Great Lakes, the shipments along the great Canadian waterways continue.

Western farm buildings seldom include granaries, or, at least, buildings of sufficient size to store all the grain a farmer will thresh off his homestead. So, as the wheat flows out of the grain-spout at the side of the thresher, it is caught in sacks, which are loaded upon one of the four-wheeled light waggons invariably seen on Canadian farms and hurried off to the nearest elevator. There the



THE G.T.P. 3,500,000-BUSHEL ELEVATOR AT FORT WILLIAM.



APPARATUS FOR CLEANING "SMUTTY" WHEAT AT FORT WILLIAM.

grain is hoisted into the great wheat barn, weighed, temporarily graded, and stored away to await shipment.

Elevator companies deal with their depositors in two or three ways. A grower may sell his wheat to the company, there and then receiving cash down at current rates for as many bushels as he may send. Or, he may decide to indulge in a little "gamble" with his crop, in which case he will wish to withhold the sale until prices have gone higher. Thus he will still store his grain at the elevator, but will not sell it until such time as he thinks fit. In such a case the elevator company gives him a credit note, setting forth the grade and quantity of his grain. Obviously it is impossible for the grain stored in an elevator by any special farmer to be retained, for it mixes with that from other homesteads, and perhaps starts on its long journey to the blue water, which is the high road to the European markets, the same day. So long, however, as the farmer can present a note for, say, 5,000 bushels of No. 1 Hard, the company has, technically, that amount of his wheat on hand, which he can claim at any time, just as one can draw money from one's bank. The elevator company which is storing a farmer's grain will advance money on its value, an advantage for the grower, who must have cash to pay his hired men and lay in goods and provisions for the winter. Another method of dealing in wheat is for the farmer to sell the wheat stored by the elevator company, in which case he deals direct with the buyer and pays the company warehouse charges.

From the elevators alongside the railway lines the companies hurry the wheat along to the lake ports. Before, however, the grain is stored in the huge elevators which have been built at these points, it has to be graded by Canadian Government inspectors. This grading takes place at Winnipeg, through which point every grain of wheat shipped from the Canadian West must pass. There are, roughly, according to the Grain Inspection Act, six grades into which the wheat can be divided. These are as follows:—

(1) Extra Manitoba hard wheat, which shall weigh not less than 62lb. per bushel, and shall be plump, sound, and well cleaned, and contain not less than 85 per cent. of hard red Fife wheat.

(2) No. 1 Manitoba hard wheat, which shall be plump, sound, and well cleaned, weighing not less than 60lb. to the bushel, and shall be composed of at least 75 per cent. of hard red Fife wheat.

(3) No. 1 hard white Fife wheat, which shall be sound and well cleaned, weighing not less than 60lb. to the bushel, and shall be composed of not less than 60 per cent. of hard white Fife wheat, and shall not contain more than 25 per cent. of soft wheat.

(4) No. 1 Manitoba northern wheat, which shall be sound and well cleaned, weighing not less than 60lb. to the bushel, and shall be composed of at least 60 per cent. of hard red Fife wheat.

(5) No. 2 Manitoba northern wheat, which shall be sound and reasonably clean, of good milling qualities, and fit for warehousing, weighing not less than 58lb. to the bushel, and shall be composed of at least 45 per cent. of hard red Fife wheat.

(6) Any wheat not good enough to be graded No. 2 Manitoba northern shall be graded No. 3 Manitoba northern, in the discretion of the inspector.

These grades form the bulk of the wheat marketed every season. In a good year the larger part of the grain will be No. 1 Hard and No. 1 Northern, while in a poor year the proportions of No. 2 and No. 3 Northern will be larger. Every year a considerable number of cars containing wheat of too low a quality to be graded as No. 3 Northern find their way into the market, and special standards are prepared for these low-class products, such as No. 4 Extra, No. 4, No. 5 Feed, and No. 2 Feed. Any good wheat which is damp and which cannot be safely warehoused, is classed as No Grade. All good wheat that contains a large admixture of other kinds of grain is also classed as No Grade. All grain brought to the market in a heating condition or mixed with heated grain is entered on the inspector's books as condemned. Any wheat that is injured by smut is classed as No. 1 Rejected. If very smutty, as No. 2 Rejected; while wheat containing a large proportion of weed seeds, such as wild oats, rag-weed, etc., is classed as Rejected, no number being used. Such low grades as cannot be used for flour are ground and sold as feed for stock. Wheat rejected on account of smut or weeds is usually sent to an elevator provided with a special cleaning apparatus, which has been built at Fort William. There, after it has been cleaned and dried, it may be given a grade and marketed in the usual way.

The inspection and grading of the wheat is done in the box cars, into which the wheat has been packed for travel by rail. As the cars contain about 1,000 bushels it would seem to be no easy matter to determine that the quality of the grain is the same all through. By means of an instrument known as a "stabber," however, an inspector is able to obtain samples of the wheat at different depths, the "stabber" being a long cylindrical brass instrument, with an interior tube, divided into several little compartments. When the "stabber" is thrust into the wheat right to the floor of the car, the entrances to these compartments are opened by the turn of a handle at the end of the instrument, and the wheat flows into them. The "stabber" is thrust into the wheat in different parts of the car, seven to ten or twelve times, and a complete inventory of the character and quality of the contents of the car from top to bottom is thus obtained. When the inspector has given his opinion as to the grade, about 2 lb. of the mixed grain is put into a cotton bag and indexed for reference, after having been proved by deputy inspectors. A complete report of each car is made, one copy of which is sent to the lake port and another to the office of the Chief Inspector. Certificates for each car are also sent to the parties interested. Every day the entire record for all the cars arriving during the previous twenty-four hours is completed and disposed of. From twenty to thirty men are employed at this work during the busy period. The fee fixed by law for the inspection is 40 cents per car.

At the lake-side ports the wheat is poured out of the sides of the elevators down long shoots into the holds of huge grain-freighters, by which it is borne by lake and canal to Montreal, there again to be transhipped into sea-going grain vessels. The bills of lading are here made out, and upon them the banks advance money to the shippers, whose wheat is thus being sent to European ports. Thus the elevator companies obtain funds to pay cash down to the farmer, who in turn pays his hands and his other creditors, who will include, perhaps, an agricultural machinery firm or so and the local general store. By these concerns the money is again banked, and so it returns to the Montreal offices, to be again used in a similar round.

There are in Canada 1,840 elevators and warehouses, with a total storage capacity of 92,266,100 bushels.

CATTLE AND HORSE RAISING IN CANADA: IMPROVEMENTS IN METHOD.

THE days of ranching, as it used to be understood, are nearly over in the Canadian North-West. The land which was once given up to the herds is now being claimed by the farmer. The North-West is now experiencing the same change in cattle-raising as has already taken place in much of the country south of the line, formerly devoted to ranching purposes. The incoming of settlers has transformed large areas of land, formerly considered only fit for ranching, into fertile farms growing great crops of grain and fodder. While there is still much territory which is untouched by the settler, and on which the cattle still range as formerly, its area is being yearly curtailed, and as a natural consequence, the free, easy, and somewhat wasteful methods of the rancher are gradually giving place to those of the farmer and feeder. That this change will, instead of lessening the output, eventually result in a large increase in the cattle production of the transformed districts is certain. Under ranching conditions, twenty acres is the usual allowance for each head of cattle, while the losses from exposure, from lack of food, and from wild animals, constitute a heavy drain. The farming settler raises an abundance of food of all kinds, which he cannot use to better advantage than in fattening cattle. With the aid of his fences and with cheap buildings, or, even with none, he



CATTLE CORRALLED FOR SHIPMENT AT A PRAIRIE STATION.



TYPES OF HEAVY DRAUGHT HORSES.

can keep his cattle under constant observation and control, with the result that loss is reduced to a minimum. At the same time the cattle, being at least partly domesticated, and generally to some extent grain-fed, can be handled and shipped infinitely better than can the grass-finished range steers, which often, on the long journey from the prairie to Liverpool or London, shrink the profit from their bones, and go to the butcher in such a condition as fairly to justify the Scottish feeder in his persistent opinion that Canadian cattle can only be fattened in his sheds.

In a report upon "The Cattle Trade in Western Canada," Mr. J. G. Rutherford, C.M.G., Veterinary Director-General and Live Stock Commissioner of the Dominion, has penned a scathing indictment of the present method of exporting cattle, which he characterises as "sinfully wasteful." "The trade is nevertheless profitable," says Mr. Rutherford, "profitable to the middlemen who, coolly reckoning on the shrinkage, fixes accordingly his price to the producer; profitable to the commission man who pockets in commission what the middlemen takes in profits; profitable to the railway companies; profitable to the steamship lines, and profitable to the British butcher, who pays only for what he gets, and not even that much if, by combination or sharp practice of other kinds, he can manage to keep prices down. To the producer, however, and therefore to the country, it is the very reverse, and the odd feature of it all is that if conditions were so amended as to make it profitable for them, the others mentioned above would gain, rather than lose, by the change."

As showing how the export trade should be managed, the Commissioner says:—"No wild, grass-finished cattle should be shipped for export. In a country like Western Canada, which, one year with another, is full of all kinds of material for winter feeding, there is no excuse for the sending forward, for immediate export, of animals which, owing to their lack of domestication and the nature of their food, cannot, under ordinary circumstances, reach their destination on the British market without a woeful depreciation in both quantity and quality of flesh. Our friends in the United States long ago realised the folly of shipping to Europe live steers direct from the range. . . . United States cattle, even when originally from the Western ranges, arrive in Britain in much better condition than Canadian range cattle, and, of course, command correspondingly higher prices. Domesticated Canadians, properly finished, land as a rule in excellent condition, and compete closely in price with the best States cattle of the same class. There is no reason why our Canadian range cattle, if treated on similar lines, should not compete as closely with steers from the Western States."

Mr. Rutherford continues: "As a matter of fact, considerable improvement is already taking place in the finishing of Western cattle, as year by year more winter feeding is undertaken. Many thousands of good steers are, in the autumn, put on a hay or grain ration for the winter. When the feeding is liberal and judicious and good water is available, the grass flesh is not only held, but gains, on hay alone, of from 80 to 125 lbs., and from hay and grain up to 400 lbs., are not uncommon. The cattle thus wintered are ready for the spring market, on which they usually sell well, prices always being better at that season, the demand good, and, as but few cattle are being handled, shipping facilities much better. Winter feeding is now systematically carried on by some of the largest operators in the West."

In the improvement that has taken place in the breeding and quality of Western cattle the Government of the country, or, more strictly speaking, the Department of Agriculture, has played a large share. The institution of large stock shows and fairs, and the help given to the importation of pure-bred stock for breeding purposes have given the industry a much-needed impetus, and there is no doubt that the class of cattle generally to be found nowadays is a very great improvement upon that which used to be so proudly boasted of. Experiments were made at the Brandon Experimental Farm in fattening cattle during the winter both outside and in barns, and the account of these experiments showed the net profit on the steers reared out of doors to have been $7.50 (£1 10s.), while those sheltered during the winter, though fed on the same rations, brought $5.52 (£1 2s.) of net profit.

In Mr. Rutherford's opinion the live cattle trade should be "not only continued, but fostered and encouraged. . . . Given better transportation facilities than at present exist, a profitable business could be done in grain-fed Western steers, as well as in the stall-finished cattle from Ontario and other Eastern Provinces."

The total export trade of cattle for the 1910 season was 72,555 head, as compared with 94,314 for 1909—a decrease of 21,759 head. The shipments of American cattle through Montreal for the season only amounted to 179 head, as against 7,227 for 1909, a decrease of 7,048. This was due to the high prices ruling in the Chicago market for export stock throughout the season. The large decrease in the total exports may be accounted for to some extent by the fact that United States exporters were forced to come into the Canadian market for supplies in order to fill their freight contracts from American ports, as prices were lower than in the former market, consequently large numbers of Canadian cattle were shipped via United States ports which in the ordinary course of events would have been shipped direct.

HORSE-RANCHING.

Horse-ranching, like cattle-ranching, has undergone many changes. The settling of the West has driven the horse farmer from the open plains to the foothills of the Rockies, and science is playing a part in the work of the breeder, who formerly left everything to chance. The ranchers have turned their attention to the breeding of a better type of horse than could be obtained in the early years of the industry. The large ranchers no longer allow their bunches to mate indiscriminately, and pay increasing attention to the importance of improving their horses. High-class sires and mares are to be found in most ranches, and much attention is being paid to the breeding of good draught-horses, to which the country is eminently suited, both as regards soil and climate.

The profits of horse-breeding are good, and the market is a growing one, while the supply is still short of the demand. A large ranch owner in the Calgary district has given his opinion that he can rear a horse to four years old for $50 (£10). In the Eastern Provinces the cost is given at $100 (£20). The prices ruling in the cities for the best class of five-year-old draught-horses are from $300 (£60) to $400 (£80), while in Winnipeg one team of Canadian-bred horses valued at £100 each is working daily. Three-year-olds, which will weigh 1,400 to 1,600 lbs. at maturity, find a local sale at from $100 (£20) to $200 (£40).

A fair amount of capital is needed for starting a ranch or, more correctly, a horse-breeding farm. The rancher may have to purchase land, and he will need good stock if he wishes to raise the best produce. Farm buildings will cost little, as most of the horses can be left on the range throughout the winter, and will scrape away the snow and obtain food, when cattle would starve. Sufficient hay to carry the animals through the winter can generally be cut on the farm. The Scottish Commissioners who recently visited the Dominion came to the conclusion that "with the steady influx of settlers and the consequent demand for horses, their breeding will pay exceedingly well for many years to come."

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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OPPORTUNITIES FOR POULTRY FARMING: Quick Returns for Small Capitalists.

A VERY profitable branch of farming which offers opportunities to the settler with a small amount of capital is the rearing of poultry for the supply of eggs and birds for the table. The average Canadian farmer is inclined to specialise, and his tendency is to devote the whole of his energies to cultivating the crops or rearing the stock best suited—and thus most profitable—to the district in which he has settled. Hence it comes about that poultry-raising either has become a distinct industry in which are engaged men and women who prefer small profits and quick returns to the larger sums and big credit system of other branches of farming, or it has been neglected altogether.

There are many places throughout the Dominion where a poultry farm would pay—for instance, in a well-populated district supporting good-sized towns, such as is found in Ontario and in the neighbourhood of an important city, especially one of the rapidly growing, populous towns of the West, such as Edmonton, Regina, Calgary, Saskatoon, Brandon, or a score of others. In all these places eggs and poultry are still an expensive luxury. The kind of district suitable and the profits accruing from poultry-farming are indicated in the experiences, outlined below, of an Englishman at Delhi, Ontario, and a lady at Winnipeg.

Mr. A. H. Davies, the first-mentioned, owns a small farm near Delhi, where he keeps some hundred laying birds and a few score ducks. A year after starting his farm, he hatched out chicks and ducklings to the number of nearly 500, most of which were fattened for the table. Two years after starting Mr. Davies said: "We are supplying the finest hotel in the Province with thirty dozen new-laid eggs a day . . . and we have an extensive fattening project for supplying some thousands of chickens to the high-class markets of Toronto, Montreal, and some of the Atlantic steamers." For the benefit of those who may be interested in this opening for capital, Mr. Davies gives the following information:—

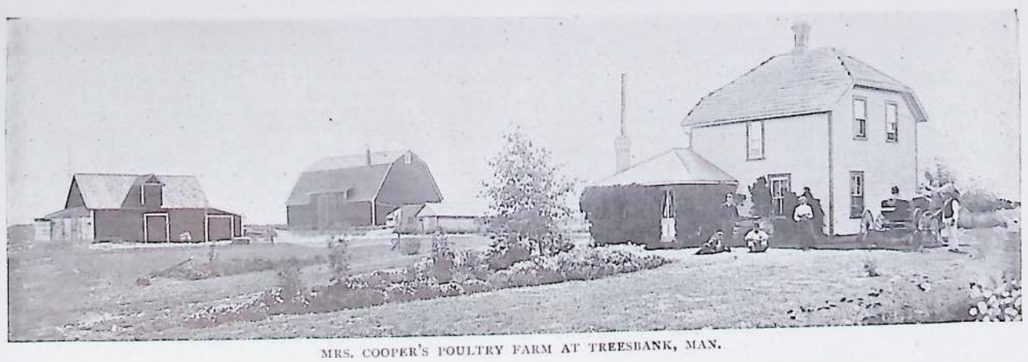
"Land (in Ontario), about £10 an acre (outside price); poultry, stock birds, from 2s. to 8s. apiece; Plymouth Rock or Wyandotte eggs for hatching, 8s. to £3 a hundred, the latter being stock from well-known fanciers; feed, about 4s. per hen per annum. As for selling, eggs fetch in Toronto from 9d. to 2s. 6d. per dozen, according to the season and class of market. Chickens sell from 4d. to 6d. a pound, according to season; geese from 5d. to 7d., and turkeys from 6d. to 8d. a pound."

Mrs. Cooper, who owns a poultry farm at Treesbank, Man., says that for beginning in a small way, with hens and pullets to the number of twenty-five, about $700 (£140) will be needed, this allowing a margin for living expenses at first. The small shanty will cost $150 (£30), the poultry-house, fitted up, $200 (£40). Mrs. Cooper considers Barred Plymouth Rocks the best breed for a poultry-raiser to handle. She sends her eggs to Winnipeg, where prices run from 1s. 6d. to 2s. 9d. per dozen. It is always necessary, she points out, to establish a farm near a railway, so that the produce can be easily carried to larger towns, where the rates are more profitable than at small local stores. Mrs. Cooper says: "If a girl finds herself crowded out in England, Canada is the place. It is not a bad idea to come out in pairs, especially if poultry-raising is considered as the future occupation. The better educated and the more cultured the girl, the more chance has she of doing well in this country, provided always that she is practical and ready to turn her hand to anything. I would advise a young woman with no ready money available, but with a fund of health and strength, to secure work with a farmer's wife in the West. Let her turn her energies to observing and learning all she can about poultry and small fruit-raising, dairying, and similar matters. It will not be long before she has saved enough to start for herself."

Poultry raising is also developing in British Columbia. The home market is nowhere nearly supplied either with eggs or poultry, large quantities being imported from Manitoba, Ontario, California, Washington, and Oregon. Good prices prevail at all seasons, the average wholesale prices for eggs on the coast being: Fresh eggs, 1s. 3d. per dozen; case eggs, 11d. per dozen; while the retail price for fresh eggs ranges from 1s. to 3s. per dozen. Fowls bring from £1 to £1 12s. per dozen; chickens, 16s. to £1 8s.; ducks, £1 to £2 4s.; geese, 4s. to 6s. each; and turkeys from 11d. to 1s. 3d. per pound.

A practical poultry-raiser, who has made a success of the business on Vancouver Island, says: "I have no hesitation in saying that there are good profits in the business, conducted on a strictly commercial basis. In fact, I know of no other branch of agriculture which is so profitable, having in view the amount of capital to be invested and the expense of conducting it. . . . Properly managed, in any number, poultry ought to reap a profit of at least 4s. per head per annum."

As in other branches of farming, much help is given to the poultry-raiser by the information issued by the Dominion Experimental Farms, where experiments as to the best breeds to keep, the best feed, the way to induce the hens to lay freely during the colder months, the rearing of chickens, and the preparation of the birds for the table, are largely carried on. The inexperienced and even the experienced, poultry-raiser would do well to profit by the expert advice thus put at his disposal. In addition, valuable classes are conducted upon the subject at the various agricultural colleges for which the Dominion is deservedly famous.



MRS. COOPER'S POULTRY FARM AT TREESBANK, MAN.

DAIRY FARMING.

Dairying is the most widely spread agricultural industry of Canada. Its ubiquity is due to the fact that there is no district in the whole Dominion where the cow will not thrive and give a good return for the care bestowed upon her. Moreover, there is no Province where cheese factories and creameries do not exist.



A CONDENSED MILK FACTORY AT CHARLOTTETOWN, P.E.I.

The industry owes much of its importance to the fostering care of the Dominion and Provincial Governments, which have given their help in establishing creameries, and cheese and condensed milk factories; in providing cold storage facilities both in local warehouses and on trains and steamers; and in giving assistance to the dairyman by conducting experiments to discover the best breeds of cows for milk yielding, the most successful feed, and the methods of producing butter and cheese. Mr. J. A. Ruddick, the Dairy and Cold Storage Commissioner of the Dominion, estimates the total value of the output of the dairy farms of the Dominion in 1910 at $100,000,000, of which nearly $80,000,000 was consumed in Canada. Full figures as to the growth of the industry appear on page 31.

The Government not only established factories, but put them on right lines until local bodies got sufficiently interested and sufficiently confident to take over the responsibility and the management. The factories are then run on co-operative lines. Five per cent. is allowed on capital invested, and the surplus over that is paid to the consigner of milk. The manager is usually paid on the output of the place. One great point in the management of these factories is that a regular system of collection is arranged by the directors. The small consigner has not to worry about how he is to get his milk there. This is always arranged for him, and so he has got the full benefit of the market for his milk. Dairy associations are all over the Provinces, and these receive grants from the Government to enable them to carry out their objects.

The opportunities presented by this form of farming are always increasing, for as the population of the Dominion grows, so the demand for such necessaries of life as dairy products will grow too. The fullest information upon these points can be obtained from Mr. J. A. Ruddick, Dairy and Cold Storage Commissioner, Ottawa.

SHEEP-FARMING IN CANADA: AN INDUSTRY REQUIRING ENCOURAGEMENT.

THE history of sheep-farming in Canada reveals a state of affairs which has the appearance of a paradox, for while, on the one hand, Canada is admitted to be a good sheep country, the industry in the last thirty years has fallen off in each Province, so that, while in 1881 the number of sheep in the Dominion was 3,048,678, it is now computed at only 2,598,470. In the year 1910 there was a decrease of 1.55 per cent. This decrease in the number of sheep is by no means due to the unsuitability of the country for the raising of sheep. On the contrary, the physical features, the soil, and in many parts the climate, are all favourable to the production of mutton and wool of good quality. The falling off is rather due to the readiness of the farmer to change his methods when any special branch of his farm does not pay. Thus, when sheep and wool prices were low, sheep-breeding was abandoned by many, and especially by those who had not sufficient knowledge for the proper management of sheep, or who treated them in an off-hand, haphazard way, and left the animals to look after themselves. Another reason for the elimination of sheep from the farm has been the disappearance, before modern machinery, railways, and other inventions, of the necessity for a farmer to grow his own wool for his womenkind to turn into homespun, and eventually into clothes. But the thorough-going "sheep-man," who gave attention to and understood his flock, rarely abandoned breeding, with the result that during the last year or two, when prices have ruled higher, he has been reaping his financial reward.

In the Maritime Provinces the quality of the sheep is being improved. Prince Edward Island is no exception to the other Maritime Provinces in this respect. Nova Scotia is admirably adapted to sheep-raising, possessing, as it does, more than a million acres of pasture land, much of which, on account of its rugged, rolling nature, is better adapted for sheep than any other class of stock. A large percentage of the land is clothed with short nutritious grass and white clover, just the kind of pasture best suited to sheep. Adjacent to these rolling uplands can usually be found excellent conditions for the production of roots, rape, and mixed hay for fall and winter feeding. Moreover, in this Province great attention is being paid by the Provincial Government to the fostering of the industry. The Department of Agriculture has on several occasions imported valuable rams and ewes of the best Scottish and English breeds for the improvement of the flocks of the Province. Great rolling areas of land also exist in New Brunswick, and the excellence of this Province's lamb and mutton is recognised in important markets both in Canada and in the United States.

In Quebec the Leicester and Shropshire breeds predominate, and many good flocks are found, but the sheep are degenerating for want of the introduction of improved stock.

The sheep industry in Canada finds its highest development in Ontario. For more than sixty years there has been a steady inflow of pure-bred sheep until Ontario flocks are of as high quality as in any other country of the world. International competitions year after year prove this contention, and all parts of North America look to Ontario, next to Great Britain, for breeding stock of the mutton breeds. The export trade in pure-bred sheep from Ontario to the United States has become a very important industry, far exceeding the home trade, especially in rams. Practically all the leading British breeds are represented in greater or less numbers, the most numerous being the Shropshire, Oxford, Leicester, and Cotswold, while there are excellent flocks of Lincolns and Southdowns. The annual wool-clip in Ontario is between 4,000,000lb. and 5,000,000lb.

On the prairies sheep farming is conducted more on ranching lines, though both Alberta and Saskatchewan show increases during 1910. There are large extents of country where sheep should do well with attention to folding, with suitable fencing, and the provision of adequate succulent food for the winter. Some prairie farmers state that the sheep are troubled by coyotes and wolves, but a farmer who takes a real interest in his sheep makes light of this trouble, from which very little loss is really suffered. The close, fine herbage of the prairies proves to be excellent sheep feed. Several flocks run in various portions of Alberta have been giving most handsome returns, one returning profits of 50, 65, and 80 per cent. respectively for the last three years. The market for lambs and mutton is not nearly met by the local supply, consequently prices are always good. The prices for wool have always been fair, and recently the larger sheep men have started wool sales for the disposal of their clip. Woollen mills exist in various parts of Alberta, and these take over a large portion of the wool-clip.



ON A HOG-BREEDING FARM IN THE WEST.

In British Columbia the industry is confined principally to the southern portion of Vancouver Island and the Gulf Islands, where large numbers of sheep are raised. The interior of the Province also provides many districts where sheep do well.

The Federal Government is interesting itself in the sheep industry of the Dominion, and an Investigation Commission, which has been making thorough research into the conditions prevailing in the United Kingdom, is spending the first few months of the year in studying the conditions of sheep farming in Canada itself with a view of discovering the weak spots in the industry.



A FLOCK OF SHEEP IN ALBERTA.

HOG RAISING.

Hog-raising in Canada is not so large an industry as might be expected, especially considering the fact that the putting up of tinned foods is a great industry in the United States, and is developing in the Dominion. Indeed, the packing companies of Canada alone make the complaint that they cannot obtain sufficient swine for their requirements. A great factor in this shortage is the increased demand made for bacon by the rapidly-growing population of the Dominion, which has had the effect of considerably reducing the export figures. The Provincial Governments lend aid to this industry by importing pure-bred stock, and the Dominion Government carries on feeding and housing trials at its experimental farms, and at the various fairs and exhibitions. The prices average about 6 cents a lb. live weight, and a ready market is found for all the hogs produced. The quality of the swine raised in Canada is of a high class, and those breeders and feeders who carry on this branch of stock-raising agree that it makes profit.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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"CANADA" ANNUAL, 1911.

Profitable Wheat Growing.

SUCCESSFUL FARMING ON THE PRAIRIES.

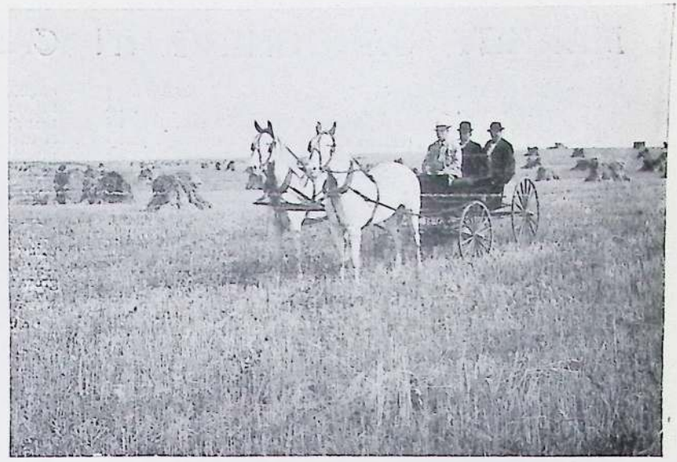


A PROSPEROUS FARMER VISITING HIS WHEATFIELDS.



RAPID SEEDING OPERATIONS IN THE WEST.

The illustration shows the method adopted by many farmers for planting a large crop quickly. On the right hand is a disc harrow used to turn over the stubble; in the centre is a seed drill, followed on the left by the drag-harrows.



A SUNDAY OFF: DRIVING OVER THE STUBBLE.



YOUNG SETTLERS HARVESTING THEIR FIRST CROP.



A PROUD BEGINNER.



HARVESTING IN THE LEAGUE-WIDE FIELDS ON THE FERTILE PRAIRIES.



PROGRESS IN THE THIRD YEAR: THE EARLY SHACK REPLACED BY A LARGER HOUSE AND BARNS.



THE FIRST BACHELOR HOMESTEAD.



AFTER A FEW YEARS: PROSPERITY IS SHOWN BY THE FINE RESIDENCE AND MOTOR-CAR.

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MARKET GARDENING IN CANADA: Opportunities for Settlers with Capital.

THE market gardening industry in Canada is growing gradually, though not with the rapidity that might be expected. There is, however, plenty of money to be made by the practical man who has a thorough grasp of the business. The earlier the British market gardener who is thinking of emigrating makes up his mind and gets thoroughly established, the greater will be his prosperity. The things essential to success in such a venture are experience, a capacity for hard work, and a readiness to adapt oneself to new conditions. Canada wants the man who knows his business thoroughly, and is willing to learn new ways in a new country. If the immigrant has a growing family he will find both sons and daughters of value in assisting him, for labour is dear to hire.

Throughout the Dominion the conditions of soil and climate are admirable for market gardening, and the rise of the larger cities and towns which now dot the Prairie Provinces has increased the demand for market garden produce to a great extent.

Thus, in addition to the great wheat-growing farms, with their vast expanse of waving grain, there are now seen in the West huge fields of all kinds of vegetables—potatoes, cabbages, peas, tomatoes, and many other necessaries for the table.

This branch of farming has at present reached its highest development in the Province of Ontario, but there is still enormous scope for the willing and intelligent worker. A special feature of the industry in this Province is the growing of vegetables for the Canadian canning factories, tomatoes, corn, asparagus, and spinach being grown on a large scale for that purpose; but a great quantity of vegetables are imported from the United States. In the case of onions, for instance, while Ontario's acreage in 1908 was approximately 675 acres, with an average crop of 312 bushels per acre, yet the Province imported in the same year about 78,000 bushels. These all might have been grown in the Dominion. The extent of the Canadian canning industry is shown in the following statement relating to tomato growing in Ontario:—There were in 1906 fifty-three canning factories in Ontario. The acreage upon which tomatoes were grown, according to statistics gathered by the Provincial Government, was 6,785 acres, and the total yield was 1,296,500 bushels. From these the canning factories produced 793,000 cases, each case containing twenty-four 3lb. cans. In 1908, 21,000,000 cans were packed. The increase during the past few years has been enormous, growing from 83,000 cases in 1891 to 793,000 cases in 1906. Tomatoes will "crop" as high as 800 bushels per acre, but the average for the whole Province for 1906 was 185 bushels per acre, which is very low. The price paid by canning factories was 1s. 1½d. a bushel.

The average market garden near large towns in the Province is from five to ten acres. Nearly all growers have one or more greenhouses, which are used in the winter for forcing lettuces, radishes, rhubarb, etc., and to get plants well started ready for spring work. These gardens rent, according to soil and buildings, etc., from £30 per year upwards. The best crop to start with depends altogether on the locality. The probable yield on capital invested in this business is very hard to estimate, as so much depends on climatic conditions, the condition of the soil, and the amount of work and energy devoted to it. The season in Canada is short to what it is in England, yet, with the exception of land devoted to crops like onions, gardeners generally double-crop their land every year. In addition, everything grows far quicker than in England.

In the outlying parts of the Province where produce has to be shipped by rail or boat, the growers find it better to confine themselves to three or four staple crops instead of growing mixed crops, as the former are easier to handle. Growers in many places have formed themselves into a Co-operative Association for buying supplies and marketing their produce. All the selling is done by one man, who makes it his business to keep in touch with the market. He is paid on the percentage basis, all the produce is graded, and the growers are paid an equal price.

Ontario possesses the first and only Association of Vegetable-growers in America, financially assisted by the Provincial or State Government. The Provincial Government makes an annual grant of $800, and gives assistance in procuring speakers for meetings and in various other ways. It has upwards of 600 members, and branches have been established in all parts of Ontario. The objects of the Association are to advance the interests of vegetable-growing in all its branches by holding conventions, by co-operating with branch Associations, by collecting, arranging, and distributing useful information in the shape of bulletins and otherwise, and by any other means that may seem desirable

Newcomers from the Old Land will find it to their advantage to join an Association such as this for various reasons, the main one being that they will thereby meet their fellow-gardeners, learn how things are done in Canada, what crops to grow, and how to grow them.

A good example of the opportunities to be found throughout the Dominion is afforded by the openings for market gardening in the neighbourhood of Fort William and Port Arthur, the twin lake ports



A FIELD OF POTATOES IN THE WEST.

of Ontario. These cities have a population of some 50,000 at the present time, and hardly a potato or cabbage or other vegetable is grown for sale, everything that is produced being grown in private gardens.

It has been proved that almost any kind of vegetable can be raised there, whilst the district is particularly good for potatoes; but at the present time more than three-quarters of the vegetables consumed in the twin cities are imported, in most cases from the United States. The demand in the cities for garden produce is so great that in many cases land-owners would willingly lend some of the undeveloped properties in the cities for the purpose until it is required for building.

As regards the financing of a market-gardening business, uncleared land at a distance of five to ten miles from the cities can be purchased at from $10 to $15 an acre. Five acres would be sufficient to start operations, and the produce from these should keep the farmer whilst he is clearing the remainder and improving his house. The wood cleared off the land could also be sold, $6 a cord being paid for firewood, but in this matter the farmer must be guided as to his future requirements. If he should want the wood himself it would be foolish to sell it so as to reap merely a temporary monetary benefit. Cleared land can be bought for $50 to $75 an acre, according to the distance from the city, but a much larger amount of capital, say $200, would be necessary if this were done. The roads in this neighbourhood are good, and a scheme is on foot to connect the outlying districts with the cities by means of an extension of the electric tramway system. If this project is brought to a successful issue, the market gardener will be able to send in his produce on the freight cars which it is the custom to run on the rural tramways in Canada.



GATHERING ONIONS AT THE GRAND VALLEY GARDENS, NEAR MOOSE JAW, SASKATCHEWAN.

FRUIT-GROWING IN CANADA: HOW HANDSOME PROFITS ARE MADE.

THE bright, bracing days of the "fall"—which the Canadian loves to give its romantic name of the "Indian summer"—witness great activity in the fruit-growing districts of the Dominion.

In the early morning the pickers, each carrying his ladder and pails, hurry off to the orchards, where they spend the whole day relieving the drooping branches of their richly-coloured burden. The utmost care is taken not to bruise the fruit as it is picked, for it is always borne in mind that in the majority of cases the market will be hundreds, and perhaps thousands, of miles away. At the packing sheds long rows of men—grown expert through much handling of all kinds of fruit—are grading and packing. In front of each worker are boxes—each capable of holding 24 lbs.—for different grades of fruit. The packer lifts each specimen separately, decides what grade it belongs to, and then places it carefully in the proper box. The smaller fruit, in the case of apples, is kept at the ends and sides of the boxes or barrels, and the larger in the centre, but the whole is so deftly arranged that to the ordinary observer there appears to be no difference in size. Some companies pack apples according to colour, keeping the rosier ones in one box and the less highly coloured in another. When the box is full it is placed on a specially constructed frame, provided with a lever, which presses the ends of the lid close to the edges of the box. The nails are then driven in without in any way pressing or injuring the fruit. In packing the best grade of apples, each fruit is wrapped up individually, while the cheaper grades are packed mostly in barrels. Peaches are always wrapped up individually, and are packed so that the fruit will not jar in boxes of twenty each. For local markets this fruit is put up in baskets.

The fruit of inferior grade is, as a rule, used for preserving, and also for the making of vinegar.

Much attention is being given to the training of fruit packers. The Government of British Columbia, for instance, organised schools for packers the winter before last, and at the finish of the course each student who attained a certain standard—earning 75 per cent. of the marks given at an examination—was given a diploma.

The packed fruit is always carried on the railways in specially constructed "cold storage" cars, or rather in cars in which an equable temperature is maintained. On board the transatlantic vessels similar refrigerating chambers are provided, while at the docks at both ends of the voyage the fruit is always housed in cold storage rooms. In the event of a shipment of many thousands of boxes and barrels, inspectors appointed by the Dominion Government accompany the vessels with a view to ensuring that the exact temperature is kept. When smaller shipments are made the precaution is taken to insert a thermograph, sealed by a Dominion Government inspector, which registers any remarkable change of temperature made during the voyage. This instrument is inspected on the arrival of the vessel in dock, so that any important changes can always be detected. The temperature used for different fruits varies, that for peaches being from 40 to 42 degrees, and that for apples from 36 to 38 degrees.

Every care is thus taken by the Dominion authorities that the fruit shall arrive at its destination in the best possible condition.

In order to obtain better facilities for shipping their output and to eliminate as much as possible the middleman, the fruit growers have in many districts adopted a system of co-operation. By this means the fruit is graded and packed at a central point, and sold as one lot, each farmer receiving his proportional share of the proceeding. Some of the companies devote their attention to reducing expenses by making their own barrels and boxes. There can be no doubt that this system has had a most beneficial effect upon the development of fruit growing, giving the small farmer the chance he required of a ready market and procuring a fairer price.

Another method of selling fruit is to dispose of the whole crop as it hangs on the trees to a dealer for a round sum, the buyer to pick and pack the fruit. This is, however, a system which usually results in the most benefit for the buyer, unless a rough autumn season with heavy gales and sharp frosts occurs; in which case the grower comes out on the safe side.

The following particulars indicate the handsome profits which may be made.

PROFITS IN ONTARIO

The balance-sheets appended relate to other fleading fruits grown in Ontario:—

APPLES.—The Superintendent of the Forest Fruit Growers' and Forwarding Association, an experienced man, who is himself an apple grower, places the annual cost of maintaining an acre of bearing apple trees, including cultivation, manuring, spraying, etc., at $25, and the cost of harvesting, including packing and packages, at $35; total, $60. The average yield in 1907, for example, of the orchards included in that Association was 60 barrels per acre, exclusive of windfalls, culls, etc. The Association marketed its product in England in 1907, obtaining $5.20 (13s. 1½d.) per barrel. In this instance it should be pointed out that prices were somewhat high, but, on the other hand, the yield given is quite moderate. This gives a return per acre of $192 (£39 0s. 10d.), and a profit of about £27 per acre. The previous year the same Association sold its crop for export to Great Britain at $2.50 (10s. 5½d.) per barrel for No. 1 and $2 (8s. 2¾d.) per barrel for No. 2 grade.

PEARS.—Annual cost per acre of bearing trees, there being about 100 to the acre:—

	$	£ s. d.
Cultivation, $5; manuring, $5; pruning, $4; spraying, $6	20	4 2 2½
Picking, grading, and hauling	14	2 17 6½
Packages	15	3 1 7½
	49	10 1 4½

Returns:—	$	£ s. d.
Average yield, 160 bushels		
60 bushels at $1.75	105	21 11 0
40 bushels culls	9	1 16 11½
	114	23 8 6
Less expenditure	49	10 1 4½
Net return per acre	65	13 7 1½

The above figures were furnished by a Burlington grower, and the estimate of yield is a conservative one.

PEACHES.—This fruit bears at four years, and should continue profitable till about the fifteenth year. Trees, 160 to the acre.

Annual cost per acre of bearing trees:—

	$	£ s. d.
Spraying, $5; manuring, $10; pruning, $7; cultivating, $6	28	5 15 0½
Picking, $15; packing, $8; packages, $30	53	10 17 10½
Hauling to station	5	1 0 6½
	86	17 13 5

Returns:—		
700 baskets (11-quart) at 50c.	350	71 18 4½
Less expenditure	86	17 13 5
Net return	264	54 4 11½

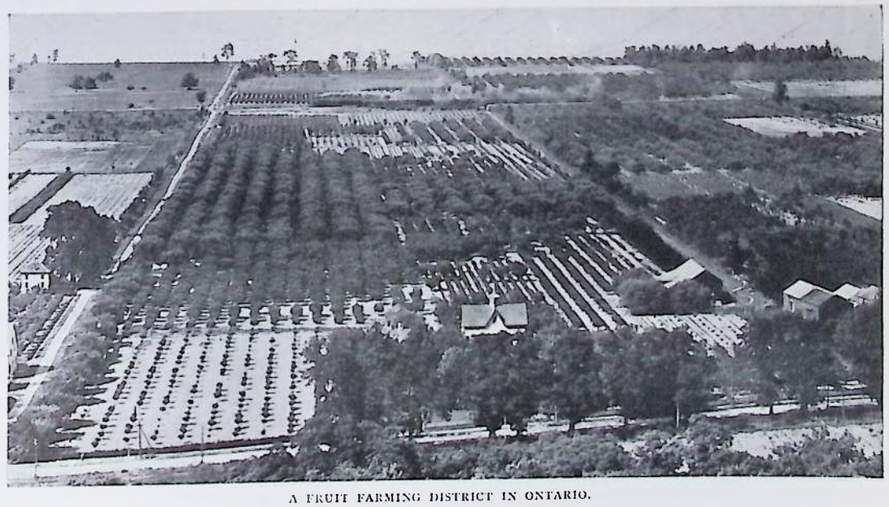
These figures were furnished in part by a grower living near Queenston, on the Niagara River, who specialises on peaches.

STRAWBERRIES.—A Burlington grower states: Placing the average crop at, say, 7,500 quarts per acre, and the average price at 6c. at railway station, we get the sum of $450 (£92 9s. 5¾d.) as the gross receipts per acre. From this deduct the following charges:—

	$	£ s. d.
Plants	25	5 2 9
Cultivation	25	5 2 9
Fertilisers	35	7 3 10
Rent...	15	3 1 7½
Picking	75	15 8 ½
Packages	75	15 8 2¼
Packing and delivering	25	5 2 9
	275	56 10 1½

Leaving a net profit of $175 (£35 19s. 2d.), a sum that every intensive cultivator may confidently expect to exceed.

GRAPES.—The vines begin to bear at four years, and continue to



A FRUIT FARMING DISTRICT IN ONTARIO.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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bear for a lifetime. The following figures were furnished by a grower near Winona, in the Niagara District:—

	$ c.	£ s. d.
Cost of bringing an acre of grapes into full bearing, including support for vines	75 00	15 8 3
Annual outlay per acre when bearing:—		
Pruning and tying	3 00	0 12 4
Cultivation	7 50	1 10 10
Spraying, three times	3 00	0 12 4
Picking and packages	45 00	9 5 3
	58 50	12 0 9
Average yield, 3 tons or 750 baskets at 15c., average price	112 50	23 2 4
Net return	54 00	11 1 7

A grower living in St. Catharines estimates the cost of production as follows:—

	$ c.	£ s. d.
Management	5 00	1 0 6½
Training, tying &c.	7 50	1 10 10
Cultivation	11 50	2 7 3
Spraying	5 00	1 0 6½
Fertilising	13 00	2 13 5
Picking, packing and delivery to station (3 tons)	15 00	3 1 7½
Baskets, &c.	32 00	6 11 6
	89 00	18 5 9
Returns:—	$ c.	£ s. d.
3 tons per acre or 900 baskets at 14c.	126 00	25 17 9
Less expenditure	89 00	18 5 9
Net return	37 00	7 12 0

A grower states: "We frequently have five tons, or 1,500 baskets, at 14c. (7d.), or $210 (£43 3s.) per acre. Last season grapes on early land averaged 18c. (9d.) per basket."

RETURNS IN NOVA SCOTIA.

The fruit principally grown in Nova Scotia is apples. The following returns were drawn up by Mr. J. W. Bigelow, a prominent fruit farmer:—

COST.

	$	£
25 acres land at $30 (6) per acre	750	150
1,000 apple trees, three years old, from nursery, at 20c. (10d.) each	200	40
Setting out 1,000 trees, preparing land, &c., 10c. each (5d.)	100	20
Fertilising, clearing, mulching, &c., first year	200	40
	1,250	250
	$	£
12 years' interest on $1,250 at 5 per cent.	750	150
Cultivating during 12 years at $100 (£20) per year	1,200	240
Fertilising, mulching, replacing dead trees, and other expenses for 12 years	450	90
Total cost till 12 years old	3,650	730

INCOME.

Yield the 10th and previous years, 500 barrels at $1 per barrel clear of charges	500	100
Yield from 10th to 20th year, average 500 barrels per year = 5,000 barrels, at $1 clear	5,000	1,000
Yield from 20th year onwards, say to 100th year, average 2,000 barrels a year at $1 per barrel clear = 80 years, 2,000 barrels a year	160,000	32,000
	165,500	33,100

Any expenses not allowed for in that estimate, Mr. Bigelow says, are more than met by the income derived from other crops—the plums, small fruits, such as strawberries and vegetables—grown among the apple trees, and by putting the average price of apples at $1 a barrel, when the average for the last twenty years has been about double that figure, he allows a margin wide enough to more than cover all possible losses from such causes as a poor crop or a falling market.

BRITISH COLUMBIA.

As regards profits from the fruit-growing industry in the Pacific Province, an official bulletin, entitled "Agriculture in British Columbia," issued by the authority of the Legislative Assembly, gives the following as the cost of buying, fencing, and preparing land, the purchase, freightage, and planting of fruit trees:—

	$ c.	£ s. d.
Twenty acres (irrigated), at $150 (£30) per acre	3,000 00	600 0 0
Fencing	200 00	40 0 0
Preparing land	150 00	30 0 0
Trees (968), at 25c. each	242 00	48 8 0
Freight, &c.	20 00	4 0 0
Setting out trees, at 8c. each	77 44	15 9 7
	3,689 44	737 17 7

Thus the cost per acre averages $184 (£36 16s.). It should be added that the cost of cultivation, including pruning, spraying, irrigation, etc., after the first year, will amount to about $56 (£7 4s.) per acre per annum.



SPRING CULTIVATION IN KING'S COUNTY, NOVA SCOTIA.

The bulletin gives no hope of any income from the fruit trees before the fourth year, by which time the cost, when the trees should produce some fruit—probably $100 (£20) worth. The cost of maintenance for five years, with the original cost and interest, would amount to $7,296.14 (£1,459 4s. 7d.), or $364.80 (£72 19s. 4d.) per acre, less the value of fruit produced. In the sixth year the orchard should produce $850 (£170) worth of fruit, in the seventh $3,200 (£640), and in the ninth $5.800 (£1,160), after which it should pay a net annual profit of $125 (£25) to $150 (£30) an acre—an assured income of $2.500 (£500) to $3,000 (£600) a year."

Root crops and small fruits may be planted between the trees for the first year or two, and, with red clover up to the fifth year, should more than pay for the trees. Many fruit growers, however, deprecate this practice, preferring to devote the whole strength of the soil to the young trees.

In Okanagan there are instances of $500 (£100) to $600 (£120) gross profit per acre. At Kelowna 9 tons of pears and 10 tons of prunes per acre are not uncommon. Near Nelson, 14 acres produced 1,000 cases of strawberries and 94 tons of roots, netting the owner $100 (£20) per acre. This land was formerly a cedar swamp. At Lytton. Tokay grapes, averaging 4 lbs. to the bunch, were grown in the open. On the Coldstream Ranch, near Vernon, 20 acres produced $10,000 (£2,000) worth of Northern Spy apples. At Peachland, 1½ acres gave a return of $700 (£140) in peaches. Tomatoes to the value of $1,500 (£300) per acre were grown on Okanagan Lake. A cherry-tree at Penticton produced 800 lbs. of fruit; another, at Agassiz, 1,000 pounds.

In the suburbs of Victoria the following results are authenticated:—Four acres of strawberries produced 28,126 pounds of fruit, which sold for $2,598 (£519 12s.) net, or $650 (£130); half an acre produced 2,826 pounds, giving a net return of $301 (£60 4s.); another grower raised 12,555 pounds of berries on 1½ acres, which sold for $1,228.60 (£245 9s. 7d.) net, or over $800 (£160) per acre. Rockside Orchard, Victoria, produced marketable plums and cherries from ten-year-old trees as follows:—Plums—35 trees, Grand Duke, 442 crates, averaging 22 pounds; 18 Hungarian prunes, 216 crates; 27 Engelbert, 290 crates; 10 Tragedy, 142 crates; total, 1,070 crates, or 20,416 pounds from 90 trees. As regards cherries, 25 Olivet trees yielded 230 crates of 24 pounds, or a total of 5,520 pounds.

Fruit growing is also carried on in the other Provinces, but not to the same extent as those mentioned above. Developments are taking place, particularly in New Brunswick, which offers opportunities for apple-growing.



A FRUIT FARMER'S ORCHARD AND HOMESTEAD NEAR COWICHAN LAKE, BRITISH COLUMBIA.

Illustrations of Fruit-Growing will be found on pages 200 and 201.

TOBACCO GROWING IN CANADA: A Prosperous Industry.

WITHIN the last few years the cultivation of tobacco has become an important asset of the Empire. In the older days British tobacco growing was confined almost entirely to the West Indies, but now the soothing weed is being grown in Ireland and Scotland; in South Africa, where the cultivation of the plant is under the care of the respective local administrative authorities; in the East Indies; in Australia, where the Government also offers encouragement to growers; and in Canada, in which Dominion the Department of Agriculture has a special tobacco division, under the chargo of an expert with a staff of assistants, and a set of experimental stations. Wonderful progress is being made in Canada, all the more so when the climatic conditions of this great Dominion are kept in view.

Like the United States, Canada has had its home-grown tobacco for many years, but the elevation of the culture of the weed to the rank of a separate branch of agriculture and industry is a very recent development. For chewing purposes Canadian-grown tobacco has been popular all along, but the native leaf has had to fight its way as a smoking tobacco in face of no little opposition and a great deal of ridicule. The difficulties against which it had to contend were largely due to the methods employed by the growers. There was no system, no study of the soil, and no attempt made to select the kind of plant for which the soil was suitable. The methods of growing, harvesting, and curing were of the most elementary kind, and in fact the whole industry was conducted in an altogether haphazard fashion. All this has now been altered, and an orderly system has taken the place of the former chaotic conditions.



A TOBACCO CROP IN ESSEX COUNTY, ONTARIO.

The three tobacco-growing Provinces of Canada are Quebec, Ontario, and British Columbia. In 1909 one or two attempts were made to establish tobacco culture in Alberta, but these have not had any definite results as yet. The industry has attained its largest dimensions in Quebec and Ontario, and in these two Provinces it bids fair to expand steadily year by year. It is only within the last few years that the culture of tobacco in British Columbia has made any progress, and the type of leaf grown at Kelowna is intended for cigars rather than for pipe smoking or chewing purposes. Cigars of Kelowna leaf now upon the market form a highly satisfactory smoke, and, with a little more elaboration of this particular kind of tobacco, there is no reason why Kelowna cigars should not find favour with smokers of domestic cigars. That they will ever compete with high-grade Havana cigars is perhaps a little too much to expect, at all events yet, but prospects are encouraging enough for the British Columbia growers to cause them to have planted out in tobacco last year 200 acres, as compared with 40 acres in 1909. The climate of British Columbia is suitable for growing leaf of a fairly high grade, although one drawback is a deficiency of rain, and the lack of water has to be supplied by irrigation.

Ontario's tobacco-growing districts are situated in the counties of Essex and Kent, in the south-western end of the Province, and in the former county is placed the Experimental Station of the Dominion Department of Agriculture. The results of the systematic training disseminated through the latter, and the enterprise of one of the large tobacco manufacturing firms in Canada, are to be seen in the selection of the proper kind of plants, and the systems of growing, harvesting, and curing the leaf.

In 1895, the total quantity of Ontario leaf tobacco grown was only 60,000 lbs., but for the last few years the output has been nearly 4,000,000 lbs. For a long period the price paid by the manufacturer to the grower was 6 to 8 cents per lb., but in 1909 15 cents was a common figure, while last year 16 to 20 cents was the price paid. To illustrate how profitable a crop tobacco is in Ontario, one or two examples may be given. One farmer, off 10 acres, sold leaf for which he received $2,000, being an average of $200 per acre. Even after allowing for working expenses the farmer in question would have a net profit of $100 to $150 per acre off his crop of tobacco. This year promises to be even more successful than the past has been.

The work carried out at the experimental station in Essex County comprises all the various processes, from the selection of the seed up to turning out the finished article. Air-curing is carried on, as well as flue-curing; experiments are made with fertilisers and with different kinds of soil, the object being to encourage the growing of plants suitable for the soil, as well as those which yield a ready marketable tobacco.

In Quebec Province tobacco has been grown for quite a long time in the counties of Montcalm and Rouville. Government experimental stations have been established in both counties, at St. James D'Achigan in the former, and St. Cesaire in the latter. Various types of leaf are cultivated in the Province, including cigar filler and binder tobacco, smoking tobacco, and chewing tobacco. Here also the more antiquated practice of former generations is being superseded by more enlightened methods, to the benefit of all concerned. The past year's crop has been on the whole a satisfactory one, and the prices paid for the crop have compared very favourably with those of former years, 15 and 16 cents being a common figure. In Quebec Province the usual yield is about 1,200lbs. per acre, and, after deducting working expenses, there remains to the grower about $75 to $100 per acre.

For the last year or two the aggregate production of leaf tobacco in Canada has been about 10,000,000lbs. According to the official figures for 1909, the quantity of the native leaf worked in factories in the Dominion was over 8,000,000lbs., and this quantity, it may be added, is increasing at the rate of 1,500,000lbs. per annum. Canada's production of tobacco has not only come to stay, but bids fair to become a profitable part of agriculture, and its manufacture an important branch of industry. The prosperity which the growing of tobacco has brought in its train may be seen in the comfortable appearance of the farms in the tobacco centres.



IN A KELOWNA (BRITISH COLUMBIA) TOBACCO FIELD.

—**—

THE BEET SUGAR INDUSTRY OF ONTARIO.

Among the varied agricultural products of Ontario are sugar beets, the growth of which and the subsequent extraction of their saccharine qualities is destined to become an important industry of the Province.

The district in which beets are grown lies in that wonderfully fertile peninsula bounded by Lakes Huron, St. Clair, and Erie, and already famous for its peaches, grapes, and similarly delicate fruits. Here in the counties of Kent and Waterloo 12 tons of roots per acre and 13 per cent. of sugar in the factory are good results. The money value of a crop of 12 to 15 tons per acre will range from $50 to $75. A Waterloo township farmer says that "an acre of sugar beets has the net value, in our experience, of fall wheat at 40 bushels per acre when wheat fetches $1 per bushel." It costs more to grow beets than wheat, and the gross value is higher. In some instances farmers have put from 20 to 40 acres under crop, and sales of $1,000 to $2,000 of roots by a farmer to the refinery are not infrequent. In 1908 1,200 contracts were made for the supply of beets to the Wallaceburg factory by farmers in Kent, Essex, and Lambton, but chiefly in Kent. About 5,6 acres were in crop, which produced about 50,000 tons of beets, for which the farmers were paid about $275,000.

Mr. D. A. Gordon, M.P., President of the Dominion Sugar Co., which has been very successful in developing the beet-sugar industry in the neighbourhood of Wallaceburg and Berlin, told a representative of *Canada* that "any man who has a good practical knowledge of turnip-growing does well with beets. In the counties of Essex, Kent, and Lambton the newcomer could purchase suitable freehold land at from $50 to $75 per acre—*i.e.*, £10 to £15—with good farm buildings and homestead included in some cases. I know of a case of an old countryman named John Taylor, who came from somewhere near Wolverhampton, I think. He worked as a hired man on a farm for two years, getting about £4 or £5 a month and his board. Then he leased a farm of 200 acres, paying rental of $3, or, say, 12s., an acre, and at the end of his second year in beets they pand him $50 per acre for their cultivation." Another definite instance of success given by Mr. Gordon was that of a farmer named William McQuarrie, near Wallaceburg, who from nine acres devoted to beets last year had made $103 per acre, which, allowing $35 for cultivation, meant a handsome profit.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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HOW CANADA HELPS ITS FARMERS: —The Government's— Valuable Assistance.

NO Government gives so much assistance to its farmers—no matter what their particular branch of agriculture, horticulture, and arboriculture may be—as the Canadian. Since 1884, when the depressed condition of agriculture showed the urgent necessity for help being given to the farmer in the many difficulties which beset him, the Dominion Department of Agriculture (under the direction of a long line of distinguished men—among others Sir John Carling, the Hon. A. Angers, and the Hon. Sydney Fisher, the present Minister) has been the guide, philosopher, and friend of the farmer. In accordance with recommendations of the Parliamentary Committee which then reported upon the matter, experimental farms were established at various points to carry on tests in all branches of agriculture and horticulture, and to publish the results among the farmers of the Dominion.

Dr. William Saunders, C.M.G., the Director of the Dominion Experimental Farm, in a paper read at the meeting of the British Association at Winnipeg in the summer of 1909, showed how the movement had developed since its inception in 1887. Originally five experimental farms were established—the Central Experimental Farm near Ottawa; the branch farm for the Maritime Provinces at Nappan, Nova Scotia; that for Manitoba at Brandon; that for the North-West Territories at Indian Head; and that for British Columbia at Agassiz. In 1905, the Provinces of Saskatchewan and Alberta were carved out of the North-West Territories, and a land area of 316,000,000 acres was thrown open to settlement. For this huge area, with all its differences of climate and soil, only one farm existed—that at Indian Head. The Department accordingly devoted itself to establishing stations which would serve the whole of this huge territory. A branch farm was put in operation at Rosthern, in Northern Saskatchewan; two branch farms were established in Alberta—one in the south at Lethbridge, and the other for Central Alberta at Lacombe. The northern part of this Province is served by a small branch station on the farm of one of the older settlers at Fort Vermilion, on the Peace River, about 400 miles north of Edmonton, and in a fertile country which will in the near future be of great importance as a farming district. In addition, a small station was established at Kamloops in order to carry on experiments in what is known as "dry farming." In the spring of last year a branch farm was established near Charlottetown, Prince Edward Island, while Northern Ontario, now being opened up by the National Transcontinental, is being served by a small station near Lake Abitibi, in Quebec Province.



THE EXPERIMENTAL FARM AT BRANDON, MANITOBA: THE CITY CAN BE SEEN IN THE DISTANCE.

At all the farms, experiments are conducted each year on what are known as uniform trial plots, where a number of varieties of the more important farm crops are tested to ascertain their relative productiveness, quality, and earliness in maturing. This list includes varieties of spring wheat, oats, barley, peas, Indian corn, turnips, mangels, sugar beets, and potatoes. The merits of each of the different sorts on this list are carefully enquired into every year and the crops produced in the different climates of the Dominion compared. Any of those varieties which show any serious defects are discarded and any new sorts of sufficient promise are placed in their particular special group.

The Dominion Cerealist (Mr. C. E. Saunders, Ph.D.) is continually producing, by cross-breeding and selection, new sorts of grains, each one of which is thoroughly tested before it is admitted to the special list. The tests include the grinding of wheat into flour and the baking from it of bread. If a wheat, after repeated trials, maintains a good reputation, it is distributed among the farmers. Similar experiments are carried out with oats, and the Dominion Cerealist has also produced many excellent varieties of barley, and new strains of oats, peas, flax, beans, etc.

The Dominion Agriculturist (Mr. J. H. Ensdale, B.Agr.) devotes his attention to the care of cattle, horses, swine, and sheep. He breeds and selects animals with special qualifications for particular purposes, and also keeps a record of the quantity of milk produced by each cow at the Central Farm, and the amount of butter-fat it contains. By this method unprofitable animals can be weeded out and replaced, and so efficient has this process of selection become that the average product of the dairy herd at Ottawa has been increased from 4,000 lbs. to 8,000 lbs. per annum in ten years. Feeding trials are also carried out, with the result that those farmers who are following the results of these investigations are producing better results than before. The wintering of cattle in the open is also a subject which has been thoroughly gone into. In addition, the proper rotation of crops is experimented upon, and the results communicated to the farmers.

In the horticultural field, the Dominion Horticulturist (Mr. W. T. Macoun) has made a reputation for the production of new and successful varieties of apples, while the growing of other fruits, and also of vegetables, is fully followed up, and the best selection of the different kinds of vegetables published. Among other lines of work done by this Department is the carrying out of experiments for the extirpation of diseases in potatoes, and the subjugation of injurious insects and fungous diseases on fruits and plants.

The Chemical Division deals with the analysis of cereals, fodder, plants, and other crops in order to determine the proportions of their more important constituents and their feeding value. The various soils of the Dominion have been carefully analysed with a view to discovering the best means for the increase of their crops, producing power, and the maintenance of their fertility, while the manurial value of various fertilisers has been thoroughly gone into.

In the Poultry Division, new breeds have been introduced with a view to discovering how far they are adapted to the different climates of the Dominion. Experiments have been conducted in the artificial hatching and rearing of chickens, and successful efforts have been made by special feeding to bring on early moulting, so that the hens may be brought to lay earlier in the winter. The best means for the fattening and the keeping of fowls in winter have also been noted, and the business in eggs and dressed fowls has been greatly advanced by the publication of the results of these experiments.

The reports of Dr. Saunders upon the work carried on in the experimental farms during the year ending March 31, 1910, shows the great value which the farmers of the Dominion attach to the work of the experimental farms. During that year 50,396 farmers carried out experiments with samples of grain sent out from the Central Farm. The samples have weighed as follows:—Wheat and barley, 5 lb. each; oats, 4 lb. (sufficient in each case to sow one-twentieth of an acre); Indian corn, peas, and potatoes, 3 lb. each. Samples were also distributed from each of the Branch Farms. "It is remarkable" (writes Dr. Saunders in this connection) "how rapidly a supply of grain may be built up from a single four or five-pound sample. Take, for instance, a sample of oats. The four pounds received will, if well cared for, usually produce from three to four bushels. This, sown on two acres of land, will, at a very moderate estimate, give one hundred bushels, and sometimes much more, but, taking the lower figure as the basis for this calculation, the crop at the end of the second year would be sufficient to sow fifty acres, which, at the same moderate comparison, would furnish 2,500 bushels available for seed or sale at the end of the third year."

The correspondence carried on by the Experimental Farms branch has grown remarkably of recent years. In 1900 the letters received at the whole of the farms numbered 69,669. This number had increased by 1908 to 100,000, and during the year ending March, 1910, it was 102,651. Many of these letters were applications for samples of seed grain or for publications, which, of course, were answered by the despatching of the samples and publications, the number sent amounting to 41,241. The number of replies by letter was 68,356, and the number of reports and bulletins mailed was 305,150.

It is not only by the experimental farms that the Canadian Government gives assistance to the Dominion farmers. Another important branch of the Department of Agriculture is that presided over by the Dairy and Cold Storage Commissioner, Mr. J. A. Ruddick, whose Department is engaged in dealing severally with dairying, the extension of markets, fruit, and cold storage. The annual report for the year ending March 31, 1910, states that the value of dairy products exported was $23,159,338, as compared with $21,996,622 in 1909. The condensed milk and cream was valued at $541,372 in 1910, and $90,520 in 1909; the butter at $1,010,274, against $1,521,456; and the cheese at $21,607,692, against $20,384,666. It is estimated that the dairy products consumed in the Dominion (taken on the basis of $10 per capita) were $75,000,000, or nearly $3,000,000 more than the estimated consumption in 1909, and $22,000,000 more than in 1901. The total dairy production of the Dominion is thus placed at $98,000,000. Mr. Ruddick estimates that the value of the home consumption of milk and its products in 1910 was $50,000,000 greater than in 1900, and that in the year 1910 the total production was $100,000,000.

The most unusual feature of the season under review was, remarks Mr. Ruddick, the inauguration of the shipment of cream to the United States, owing to the reduction of the duty on cream from 2 cents a lb. to 5 cents a gallon, while the duty on butter remains at 6 cents per lb. The duty on very rich cream thus amounts to 1¼ cents per lb. of butter. The price of butter in the States is 4 or 5 cents a lb. higher than in Canada, so there is a considerable margin for profit. Mr. Ruddick adds, however, that the trade is not a desirable one from the Canadian standpoint, as it has disorganised the cheese factories and creameries, and should a fall in American prices occur, the change would be seriously felt. Other features of the year were the increase of 30 per cent. in the cheese shipments from Prince Edward Island and the increase of over 50 per cent. in the output of creamery butter in Saskatchewan, and also in Alberta.

Among the work carried on by this branch are lectures and addresses to farmers upon points of interest in dairy-keeping, the testing of cows, and other valuable points.

The Extension of Markets Division, the greater part of the work of which is connected with the supervision of railway and steamship facilities for the carriage of perishable products, reports that during the year under review a reduction in the freight rates to Great Britain to 25s. per ton measurement from 30s. 9d. was obtained. This branch is responsible for the maintenance of the required temperatures on board trains and vessels, and also for the inspection of the various products. Many letters from British merchants are published in the report, all of which speak well of the products, but often complain as to the packing.



THE GOVERNMENT EXPERIMENTAL FARM AT AGASSIZ, BRITISH COLUMBIA.

Upon the question of fruit the London cargo inspector states that much of the Canadian importations was sold at unremunerative prices owing to a disregard of the relations between supply and demand. He suggests that the necessary regulation for the better distribution of the produce could be better handled by some authority independent of the parties engaged in the trade than by any particular firm.

The work done by the Fruit Branch includes lecturing upon many subjects, demonstrations of spraying, pruning, and grafting, and instruction in the better packing of choice fruits, the results of which can be seen in the subsequent improvement in that important part of the export trade.

The Cold Storage Division shows that during the year six subsidies were granted for the erection of warehouses under the terms of the Act, and urges the expansion of the industry throughout the Dominion to deal with such perishable supplies as fish, fruit, and other foods.

It is pointed out, for instance, that there are many localities where small cold storage warehouses, operated in connection with the produce business, should prove of advantage, not only to the owners, but to the producers in the locality. The apple trade is susceptible of much improvement by the judicious adoption of cold storage facilities. It would be a simple matter to convert many of the present apple warehouses into cold storage warehouses, and it would be practicable in many places to establish a central refrigerating plant with pipe lines running to each warehouse, at comparatively little cost.

This article merely indicates what is being done by the Dominion Government to assist the agricultural industry. Fuller information upon every point can be obtained from Dr. William Saunders, C.M.G., Director of Experimental Farms, at Ottawa, and in regard to dairy and cold storage from Mr J. A. Ruddick, Dairy and Cold Storage Commissioner, Ottawa.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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"Canada's" Reference Library.

Where useful information may be obtained concerning the Provinces, Cities, and Towns of Canada—Opportunities for the Settler—Special Openings for Women—Educational Institutions—Industries—Investments—Phases of Canadian Life—Hunting—Fishing—Holiday Tours, &c.

The question will certainly occur to readers of this Annual whether further and more detailed information on subjects in which they are interested can be readily obtained. Those, for instance, being desirous of making some investment may require information upon a certain Province, district, city, or town; or a manufacturer may wish to know something of openings and facilities existing for the establishment of industries, while information concerning factories, etc., already established would be useful. Another may desire some knowledge of Canadian mining districts and companies and their prospects. Again, one who is contemplating settling in the Dominion will find in back number of *Canada*, the sixpenny illustrated London weekly, many valuable articles which give the experience and opinions of other settlers, and advice as to the opportunities and conditions in the various parts of the country, as well as profits to be made from various branches of agriculture, fruit-farming, etc.

A parent may want information as to the educational facilities existing in the Dominion, or opportunities for careers for his sons and daughters. A sportsman planning a trip will need information as to the best hunting grounds and fishing streams; a tourist planning a holiday tour will want to read of the many wonderful holiday resorts with which Canada is abundantly provided.

For the benefit of those desiring such information, the following list of subjects which have been discussed in *Canada* has been compiled. Here will be found contributions by some of the best authorities on the subject, most of them fully illustrated. Many of these issues of *Canada* are still obtainable, and a postcard to the Publisher, Kingsway House, Kingsway, London, W.C., will elicit the price of the copy, which necessarily varies according to the date of the number, but is in most cases 6½d.

FINANCIAL AND INVESTMENT.

Amalgamations during 1909
Banking Development
Banking System, Canada's
Bonds, Important Interview
Bond Issues
British Capital in Canada
Canada in 1906, in 1907, in 1908, in 1909, in 1910 (Sir B. E. Walker's Speeches)
Canada, Lord Brassey on
Canada's Need for British Capital
Canadian Budget
Canadian Industries, Growth of
Canadian Water Power Computed
Insurance Act, New Canadian
Interest at 7 per cent.
Investments in Timber Limits
Investment Opportunities in Brandon, British Columbia, Edmonton, Fort William, Medicine Hat, Moose Jaw, New Brunswick, Nova Scotia, Port Arthur, Regina, Saskatoon
Investment Opportunities in Cobalt
Investment Opportunities in Newfoundland
Investment Opportunities on New Railways
Issues in England
Land Investments
Land Values in Western Canada
Land Values in Western Cities (Winnipeg)
Large Profits from Small Investments
Loan Companies in Western Canada
Real Estate, Increasing Values of
Royal Bank of Canada
Stock Exchange Transactions
Vancouver, Investments on First Mortgage in

Special Investment Supplements in which is given much more information of value to the British investor have also appeared every month.

CITIES AND TOWNS.

Tourists, intending settlers, and investors will find these illustrated articles of value and interest.

Agassiz
Battleford
Brandon
Brantford
Calgary
Cardston
Chatham
Chicoutimi
Edmonton
Esquimalt
Fernie
Fort Francis
Fort George
Fort William
Galt
Halifax
Hamilton
High River
Kelowna
Lethbridge
Lloydminster
London
Meaford
Medicine Hat
Montreal
Moose Jaw
Nanaimo
Nelson
New Westminster
Nicolet
Nokomis
Ottawa
Owen Sound
Placentia, N.F.
Port Arthur
Portage la Prairie
Prince Albert
Prince Rupert
Rainy River
Red Deer
Regina
Ste. Anne de Beaupre
St. Boniface
St. Catharines
St. John
St. John's, N.F.
Sarnia
Saskatoon
Sault Ste. Marie
Shelburne, N.S.
Stettler
Strathcona
Sydney, N.S.
Toronto
Valleyfield
Vancouver
Vermilion
Victoria
Wainwright
Warman
Watrous
Wetaskiwin
Weyburn
Windsor
Winnipeg
Woodstock

Articles relating to the Provinces generally have also appeared.

INDUSTRIES, TRADE, Etc.

Apple Exporting
Asbestos Mining
Beet Sugar Refining
British Trade with Canada
British Trade with Newfoundland
Canada and West Indies Report
Cattle Trade
Cod Fishing in Newfoundland
Cotton Manufacturing
Dairy Farming
Electoral Development at Niagara
Fisheries, Value of
Fish Culture

INDUSTRIES, TRADE, Etc. (*continued*).

Flax Products
Flour Milling
Forest Wealth
Fruit Growing
Fur Trade in Canada
Hague Fisheries Award
Herring Fishing
Iron and Steel Industries in N.S.
Lumbering
Manufacturers, Openings for:—In Brandon, Edmonton, Medicine Hat, Port Arthur, Regina, Saskatoon
Mixed Farming
Paper-making in Canada
Peat-Fuel in Ontario
Pulp-wood, Manufacture of
Pulp Making in Newfoundland
Salmon Canning in B.C.
Sealing
Shipbuilding at Collingwood

MINING.

Coal Mining
Cobalt
Gold Mining
Gowganda
Iron Mining in Newfoundland
Mineral Wealth of Canada
Moose Mountain Iron Range
Oil Fields of Canada
Silver, Island of
Yukon Mining
Zinc Mining in B.C.

MILITARY AND NAVAL.

Canadian Militia
Newfoundland, Strategic Importance of
Navy, Canadian
Royal Military College
Winnipeg's New Regiment

HISTORICAL

Anglican Church Bicentenary
Canada in 1908, 1909, 1910
Canadian Battlefields
Empire Day
Fort Ste. Marie
Fraser River, Discovery of
General Brock
King Edward in Canada
King George in Canada
Quebec Tercentenary
Stoney Creek Battlefield

RAILWAYS AND SHIPPING.

Canadian Northern Railway
Canadian Northern Ry. Steamship Service
Canadian Pacific Railway
Grand Trunk Pacific
Grand Trunk Pacific Steamship Service
Hudson Bay Railway
Railways in Newfoundland
Railway Development
Shipping Development

ART.

Canada Illustrated by Canadian Artists
Sir W. Van Horne on Canadian Art
Exhibition at Liverpool

GENERAL OPPORTUNITIES FOR THE SETTLER.

Advice to Farmer Emigrants
Assisted Emigration
Bulb Growing at Victoria, B.C.
Canada for Middle-class Britishers
Canadian Gentleman Farmer
Dairy-farming in Canada
Emigrants' Success and Experiences
Emigrants, Desire for British
Emigrants, Information for
Farming on Irrigated Lands
Farming Profits
Farm Servants Needed
Fruit Growing in Canada—
"Gentleman" Emigrant, The
Horse Breeding in Canada
Horse Ranching
How a Homestead is Made
Immigration Regulations
Labour Conditions

GENERAL OPPORTUNITIES FOR THE SETTLER—(*continued*)

Labour, Demand for
Market Gardening
Mixed Farming
New Territory for Dry Farming
Opportunities for Agricultural Labour
Opportunities in British Columbia
Opportunities in Manitoba
Opportunities in New Brunswick
Opportunities in Nova Scotia
Opportunities in Ontario
Opportunities in Quebec
Opportunities in Prince Edward Island
Opportunities in the West
Poultry Farming
Prosperous Settlers' Letters
Ranching in Western Canada
"Ready-Made" Farms
Sheep-raising in Nova Scotia
Stock-Breeding
Teachers, Opportunities for
Vegetable Growing
Wheat Growing in Canada, Profits of
Working Men's Homes in Canada

OPPORTUNITIES FOR YOUNG ENGLISHMEN.

Banking as a Profession
Business Careers in Canada
Careers for Young Men of Education
Careers on the Canadian Railways
Professional Openings for Young Englishmen

OPPORTUNITIES FOR WOMEN.

Colonization of Educated Women
Domestic Servants
Emigration for Middle-class Women
Housekeeping in the West
Lady Help's Experiences, A
Teachers, Opportunities for
Woman's Life in the North
Women's Work in the West
Working Conditions for Women
Opportunities in Western Towns (*From our own Lady Correspondent*)

Child Immigration

SOME PHASES OF CANADIAN LIFE.

After the Harvest
"Bank" Fishermen, With the
Birth of a City
Boy Scouts
"Broncho Busting"
Canadian Child Life
Christmas in French Canada
Christmas in Montreal
Christmas on the Prairies
Christmas on a Ranch
Climate of Canada
Conservation Commission
Forest Rangers
French-Canadian Families
French-Canadian Home Life
Freighting in Canada
Fruit Picking and Packing
Gathering and Branding Cattle
Geological Survey
Gold Prospecting
Grading and Shipping Wheat
Habitants' Christmas Legends
Harvest Time in the West
How a Log Hut is Built
Indian, The New
Life of a Mounted Policeman
Log Driving
Lumbering in Winter
Maple Sugar Making
Prairie Life
Railroading on the Prairies
Railway Construction Work
"Roughing It" in Canada
Sunday in a Lumber Camp
Surveying
Threshing in Canada
Trapping in Canada
Winter Work in Canada

SPORT IN CANADA.

Big Game in Canada
Big Game Hunting (Lord Hawke Interviewed)
Big Game in B.C.
Covert Shooting in B.C.
Deer Hunting in Ontario
Hunting and Fishing in New Brunswick
Hunting and Fishing in Newfoundland
Moose Hunting
Wapiti Shooting in Manitoba
Whale, Bear, and Walrus Hunting

Blue Grouse Shooting in B.C.
Duck Shooting in B.C.
Duck Shooting on the Prairies
Prairie-Chicken Shooting
Wing Shooting

Fly Fishing in British Columbia
Fly Fishing in Quebec
Newfoundland's Attractions for the Angler
Salmon Fishing in British Columbia
Trout Fishing in Alberta and Nova Scotia
Trout Fishing in Ontario
With a Rod in the Rockies

Alpine Club
Camping
Canadian Women and Sport
Caribou Hunting with Camera
Christmas Sports in Canada
Golf in Canada
Horse Racing in Canada
Ice Hockey
Lacrosse
Lawn Bowling
Montreal Hunt Club
Polo, English Players in Canada
Rugby Football in Canada
Swimming in Canada
Winter Pastimes in Canada
Yachting in Toronto Bay

EDUCATION, UNIVERSITIES, SCHOOLS, &c.

Agricultural Education
Canadian Rhodes Scholars at Oxford
Educating British Public Schoolboys
Emigrants' Schools in Canada
Experimental Farms
Interchange of Students
McGill University
Macdonald College, Ste. Anne de Bellevue
Ontario Agricultural College, Guelph
Public Schools in Canada
Queen's University, Kingston
Physical Training in Western Schools
Ridley College, St. Catharines.
Rittenhouse School
Royal Military College
St. Andrew's College
Teachers, Opportunities for
Trinity College
Upper Canada College

HOLIDAY TOURS IN CANADA

Campbell River
Coasting Trip in B.C.
Cowichan River
Holiday Resorts
Mr. Just's Tour
Kawartha Lakes
Land of "Evangeline"
Muskoka
Temagami
The Gulf of Georgia
The Lake of Bays District
The Laurentians
Wonders of Nature

EXPLORATION, &c.

In Northern Prairies
In Northern Rockies
In Quebec
In Saskatchewan
Mount Robson, Ascent o.
Twelve Hundred Miles by Canoe

HARBOURS, CANALS, &c.

All Red Route
Georgian Bay Canal
Montreal Harbour, Development of
St. Lawrence Waterway Improvements

WHERE THE YOUNG CANADIAN FARMER IS TAUGHT.

Some Famous Agricultural Colleges



THE MAIN BUILDING AND MACDONALD INSTITUTE AT THE ONTARIO AGRICULTURAL COLLEGE, GUELPH.

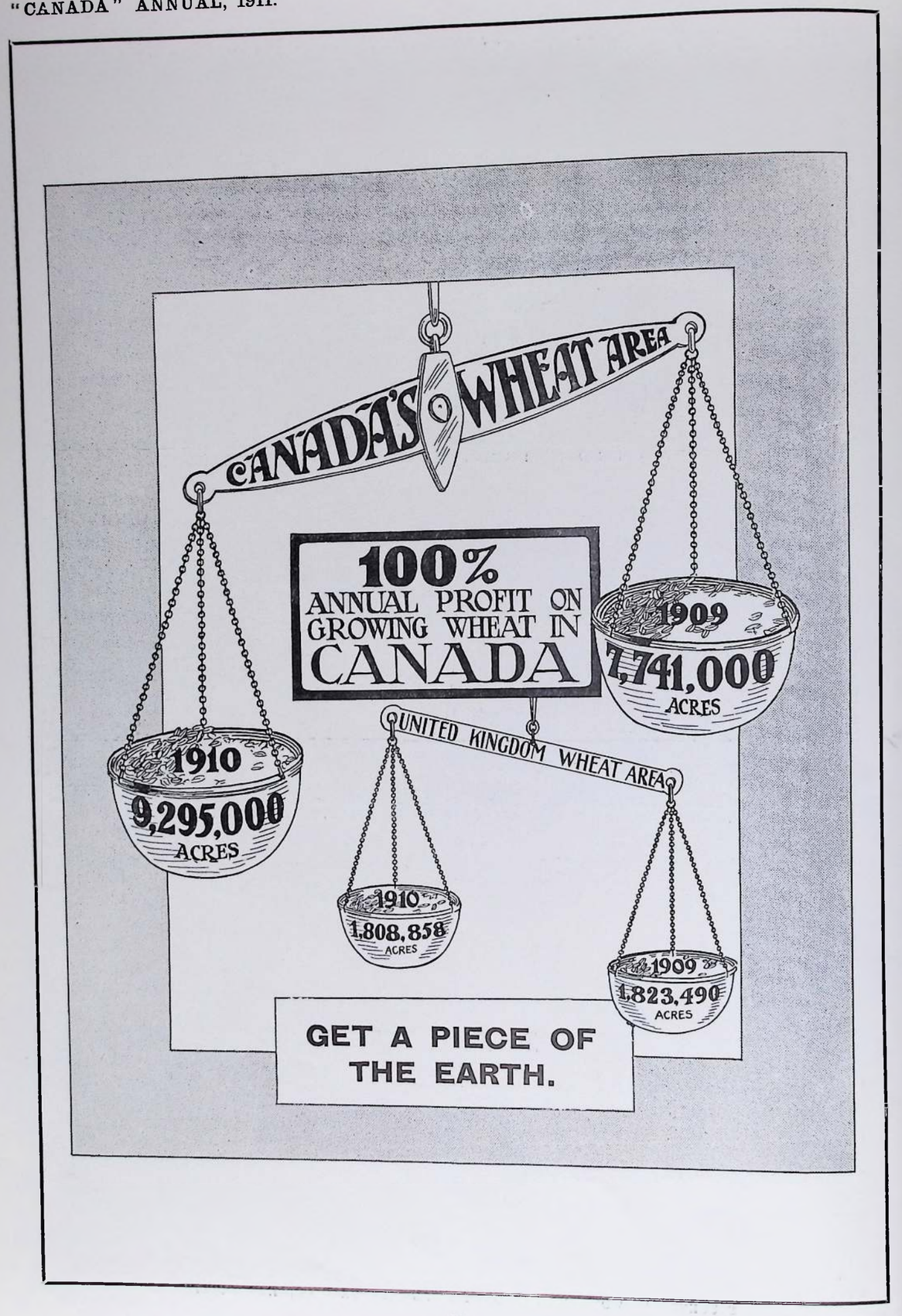


THE MACDONALD COLLEGE AT STE. ANNE DE BELLEVUE, NEAR MONTREAL.



STUDENTS AT WORK AT THE ONTARIO AGRICULTURAL COLLEGE, GUELPH.

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A LESSON IN NATION-BUILDING.

The Story of the Canadian Government Immigration Department.

By DENIS CRANE (Author of "A Vicarious Vagabond," &c.)

OUTSIDE the window of the Canadian Government Emigration Offices at Charing Cross, the other day, there stood—as similar groups may be seen standing daily—a knot of interested and interesting men, of various ages, and, judging by their attire, of various fortunes.

The position is an advantageous one from the Government's point of view, for at this junction of important thoroughfares is always a constant stream of pedestrians, few of whom are so proof against the arts of the modern window-dresser, or so pressed for time that they can refrain from taking a glance at the clever scenic effects and wonderful natural products there displayed.

Before this window, then, on the day in question, stood a group of men. There were one or two among them whose interest was probably of an impersonal order, for their air of prosperity was unmistakable; they looked upon the exhibition with half-amused appreciation, and went their way. There were also those whose thoughts must have been retrospective and regretful, for the day of their opportunity was long past, and white locks and a bowed frame told of a pilgrimage nearly done.

But the majority were young men and sturdy lads. Their gaze

"Why? Well, you see, the other windows were only jewellers' and 'tuck-shops,' and looking in them would only make my little son wish for extravagant things and for things that would do him no good. But this window taught him something about our Empire."

Poor little beggar!

And yet, of all the remarks, wise and unwise, pertinent and inane, that have been elicited by this attractive window, probably none more aptly describes its purpose, and the policy of that hive of human bees who are responsible for its strong appeal.

True, the vulgar mind, warped by its own corruptions, may impugn the motives and distrust the methods of the Canadian officials charged with the duty of making known to hard-pressed Britons, whose industrial outlook is not all it should be, the opportunities that await them in the West; but the honest and open mind will inquire before it calumniates and learn the truth before it accuses.

This function, to "teach something about our Empire," is apparently one of which the Government Emigration Department is not likely soon to be relieved, for, despite the information disseminated during the last decade, the average Briton's ignorance of Canada is still colossal.

Perhaps the most curious instance of such ignorance is that pro-



THE CANADIAN GOVERNMENT EMIGRATION OFFICES, 11 AND 12, CHARING CROSS, LONDON, S.W.

was wistful as well as full of wonder. Those piles of rosy apples spoke to them of a land where the sun shines without an intervening pall of smoke and fog, like that which made the passer-by involuntarily shudder and draw his coat together at the throat. Those grapes and peaches—monster fruits, bigger than the best in the West-End shops—glowed in their syrup-jars like the luscious dainties of a fairy banquet. And those wheat-sheaves at the back, those pregnant cobs of "Indian" corn, those milk-white heads of celery, those gigantic cabbages, potatoes, and other vegetables, all flung tauntingly in their nostrils the virilising savour of Mother Earth, and beckoned them to fruitful valleys and breezy uplands where the conditions of life are more seductive than any they had known. They all felt the call, but some lacked the initiative and some the will.

Suddenly their reflections were interrupted by the intrusion among them of a youngster of the better class, nine or ten years of age, whose kid gloves and fur collar were in marked contrast to the mechanic's jumpers and the workman's fustian. He was dragging by the hand his mother, a lady in rich attire and of stately mien.

The little group made way while the spirited boy plied her with a perfect fusilade of questions concerning the different kinds of produce—whence it came, why it was there, was it for sale, and many more. All which questions the lady answered with patience and accuracy, while the men eyed the two in silence and amusement.

His curiosity appeased, off the youngster went in pursuit of further sport, pausing, however, in a moment, as if overtaken by a disturbing thought.

"Mum," he abruptly asked, "why did you let me stop at that window when you would not let me stop at the others?"

vided by contributors to unsympathetic journals, generally of indifferent repute. These writers, either lacking the power of accurate observation, or making deliberate misstatements to pander to the craving for sensation, have produced articles which, were it not for the mischief they do, would be extremely amusing.

A recent article of this character, in a London weekly, was the most extraordinary tissue of falsehoods that could be conceived. It received the unmerited distinction of being commented on in the Federal Parliament, when not only were its assertions denounced as "contemptible" and "palpably false," but its mischievousness was declared by no less an authority than Sir Wilfrid Laurier himself to be neutralised by its obvious untruth—an opinion, however, more sanguine than sound.

This policy of misrepresentation the Department has to combat, as well as to enlighten the simple ignorance of the common people. When the vast area of the Dominion is considered, ignorance of some parts of it is not altogether surprising. It exists among Canadians themselves, the Easterner sometimes being as ignorant of the West, and the Westerner of the East, as the Briton is of both. To these considerations, perhaps, due weight is hardly given by the candid critic.

The large and competent staff at Charing Cross place their knowledge and counsel at the service of the public, and also operate a network of agencies throughout the kingdom.

The testimony has been given, by one well competent to judge, that "the officers of the Department have been credited with ability in this direction not excelled by similar officials of the other British Dominions beyond the seas"; while at the same time it is admitted

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THESE FACTS COMPEL ATTENTION!

Do it NOW!

CANADA
During 1910 Gave Away
FREE HOMESTEADS of 160 Acres each, equalling in area more than half of Scotland.

THERE IS LAND AWAITING YOU.

BANK CLEARINGS in CANADA

1907	... ...	$4,325,441,616.00
1910	... ...	$6,064,300,645.00

MONEY COUNTS!

NEW-COMERS arriving in CANADA

Last 9 Months 1909	...	146,264
,, ,, ,, 1910	..	254,462

IS IT YOUR TURN NEXT?

NEW RAILWAY LINES in CANADA, constructed in 1910

Grand Trunk Pacific Rly.	... 350 miles
Canadian Northern Rly.	... 380 ,,
Canadian Pacific Rly.	... 535 ,,

NEW BUILDINGS in 22 Canadian Cities

In 1909, valued at $64,786,771.00
,, 1910, ,, ,, $95,007,249.00

AND THERE TO STAY!!

FIELD CROPS, 1910, in CANADA were worth $507,185,500

YOU OUGHT TO BE THERE TO INCREASE THIS GRAND TOTAL.

Work on the Land is guaranteed by the Canadian Government to all suitable persons.

For particulars and free pamphlets, send a Postcard to—
J. OBED SMITH,
Assistant Superintendent of Canadian Emigration,
11-12, Charing Cross, London, S.W.,
or to any other Canadian Government Emigration Agent.

Any Government Agent in Canada will furnish Domestic Servants with good Situations immediately on arrival.

that never before have such intelligent, complex, and searching questions concerning Canadian life and resources been put to them by potential emigrants. The officials have thus been compelled continually to keep themselves abreast of the rapid developments taking place in the Dominion. It is not, of course, to be expected, where so great an extent of territory is concerned, that any human agency should be infallible, and it is doubless inevitable that some enquiries should overtax an official's knowledge, but, speaking from a long and intimate knowledge of this Department, the writer can bear witness to the care and accuracy, as well as to the courtesy, with which information is given.

As one of the Government's representatives recently put it, there is no desire to "boost" Canada, although it is not unnatural in one's hearers, when a country so rich in opportunities and resources is enlarged upon, to suspect a tendency to exaggerate.

"My policy," said the representative referred to, "has never been to dwell only on Canada's advantages; I always make it a point to speak of the less attractive side. But then the bright side necessarily predominates, because the advantages so outweigh the drawbacks. Moreover, I am satisfied that no accredited representative of the Government does other than I do. The heads of the Department do not wish us to exaggerate. From the Hon. Frank Oliver downwards, their one desire is that we should speak the unvarnished truth. Canada can afford for the truth to be known, provided it is the whole truth. As Mr. Frank Bullen has said, 'It is a waste of mentality to lie; there is no need.'"

My first visit to the London office was several years ago, when making enquiries on behalf of a friend. Quite a little crowd of people were waiting their turn, thus affording me an opportunity of observing the way in which their enquiries were answered. With the fuller knowledge of the Dominion I have to-day, I can recall no instance, on that or on any subsequent occasion, of overstatement or misrepresentation; but I do recall that, in several cases, when the applicant was a person palpably unfit for Oversea life, while his enquiries were courteously answered, he was frankly told that his prospects were better at home. Indeed, the Department conceives it to be no part of its duty to bring pressure to bear on people to emigrate, but simply to supply them with full and accurate information concerning the Dominion—in other words, to "teach something about the Empire."



A CURIOUS EFFECT AT WINCHESTER; THE EMIGRATION VAN IN FRONT OF KING ALFRED'S STATUE.

How extensively this teaching has been given will appear from my rough estimate of the number of personal enquiries made at the office within a single twelve months as close on 30,000. Nor must we overlook the instructive effect of the admirable window display on more than a million people who pause before it in the course of a year.

One evidence of the growing usefulness of the office, and also of the growing interest in Canada among the people of the Mother Country, is the heavy post-bag which daily passes in and out of its portals. Careful record is kept of all communications received and despatched, and a study of them will substantiate the above statements. If I say that during the past year 100,000 letters have been received and sent, I shall be well within the mark; and this number does not include packages of literature that have been mailed.

The dissemination of literature is, of course, one of the most important phases of the Department's propaganda. Let it be said at once that this literature does not consist only of Government publications in the strict sense. It includes these, of course, each of the Provincial Governments, save one, supplying carefully prepared pamphlets descriptive of the local country, its resources, its climate, its means of transit, and the quantity and location of land available for settlement either by free grant or by purchase.

But in addition to these and the more general brochures prepared by the Department, many independent impressions of Canada are also put in circulation. I have before me, for example, a copy of Mrs. Gertrude Balmer Watt's "Town and Trail," a collection of vivid pen-pictures of life out West in the Edmonton district. This has been given gratuitously to large numbers of serious enquirers as to what life really is in this far-off region. No well-informed person would call this booklet a "boost," for it presents the shadows as well as the lights of the romantic West. And it is typical of many more.

The Department's confidence in Canada as her own best argument was well illustrated by an incident of which the writer was a personal witness. A poor but sturdy youth of fifteen or sixteen approached the counter one day, and respectfully asked for a booklet. I expected the assistant to hand him at most a trifling pamphlet of infinitesimal cost, or, more likely, to send him empty away. To my surprise, however—and, on reflection, to my intense gratification—he gave him a handsome publication embellished with numerous illustrations and maps and packed with interesting information.

When the lad had gone I expressed my surprise to the assistant, who promptly replied:—"Yes; but in a few years that boy will soon be a man, and he will never forget the glimpse of Canada he gets through those attractive pages. And not only that. Had I given him one of these little pamphlets, he would probably have thrown it away. This, however, he will treasure and carry home, where his father and mother, who perhaps have other sons, will see it; and who knows but what from so simple an event may come a change for the better in that family's destiny?"

A capital plan has been in operation for spreading knowledge of Canada among school children. A handsome school atlas was sent to some thousands of schoolmasters, accompanied by an offer to supply a duplicate copy to any of their scholars who cared to apply for it. So prompt and numerous were the applications that in a few weeks the supply gave out, and to prevent disappointment the invitation had to be withdrawn. Sets of lantern slides, illustrating various aspects of Canadian life, have also been supplied to schools applying for them.

Realising that there are large numbers of farmers, dairymen, horse-keepers, and the like, who are unlikely, because of their situation, to avail themselves of the advantages offered by the Department, special letters have been issued—with gratifying results—inviting them to enquire about Canada through the post. In this way an interest is awakened which is fed by other means now to be described.

Two large motor-vans, fitted with exhibits of Canadian produce, peregrinate the agricultural districts during the summer months, in the care of a well-informed agent, who chooses a pitch in the village market-place, or other spot where the people congregate, and then exposes his exhibits to view. These agents do not lecture, but it is their duty, first, to make the produce speak for itself, and second, to engage in conversation with and answer the enquiries of interested farmers, farm labourers, and others who

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are attracted by the show. This personal dealing is in some respects more profitable than the circulation of literature, it being, of course, impossible to discuss every aspect of Canadian life, and the difficulties confronting a potential emigrant, in a few printed pages.

In one of the illustrations appears a curious effect produced by a van at Winchester. The agent drew up in front of the fine statue of King Alfred which adorns that city, and, when the side of the vehicle was raised, observed to his surprise that the van appeared to be incorporated in the monument. Being an intelligent man, he had no difficulty in turning to didactic uses this fortuitous association of the heroic king who founded the English Navy with Britain's Overseas Dominions.

In addition to the motor-vans, three horse-drawn covered vans carry on a similar campaign in the North of Ireland, the North of Scotland, and the North of Wales respectively.

Another form of activity to which the Department has given close attention is the organising of exhibits at all the important county and other shows. Thus, at the recent York Fat Stock Show, in December last, a handsome display was made, as seen in the illustration, side by side with that arranged by the Government of British Columbia. In this picture the Department's agent is seen on the left, engaging in conversation a group of sturdy farm-hands, and explaining to them the brighter prospects that await them in the Sunny West. These talks, illustrated by actual samples of the produce grown and by photographs of the country itself, are highly educative to agriculturists of all ranks who come to the show fresh from their own broad acres.

Commenting on this particular exhibition, the *Yorkshire Herald* said:—"This fruit offers a striking object-lesson of British Columbia's claims to be regarded as a leading fruit-growing country, and representing as it does the last word in colour, flavour, and keeping qualities, will doubtless attract the attention it deserves. During the current year the British Columbia Government have competed in twenty-four towns in the United Kingdom, and in every instance have gained the highest award, including the two most coveted gold medals of England and Scotland."

At this particular show the agent had hundreds of enquiries from practical farmers, who came to see the stand, and thousands of pamphlets were distributed. Every day he was kept busy talking to crowds of people, sometimes twenty or more at a time, until ten o'clock at night.

His statements were warmly supported by two natives of the locality who had bought farms in Canada and done well there, and were now visiting the Old Land. These gentlemen strongly advised young men wishing to improve their circumstances to emigrate, assuring them that with hard work and enterprise they were certain of a comfortable living, if not of an early competency.

Besides employing a regular staff of lecturers, who visit all the agricultural districts, with limelight views, the Department has for some years past extended its propaganda along what may be described as highly sagacious, if not novel, lines.

It is well known that many of the most prosperous Canadian settlers have come from England and Scotland; and reports of their prosperity have doubtless, through the post and otherwise, reached the ears of the old folk at home. But there the matter has rested; interest may have been awakened, and perhaps even a desire to emulate the emigrants' example; but, from lack of timely advice, no definite steps have been taken.

Now, each year the Department selects some twenty or thirty of these prosperous farmers, natives of different districts of Great Britain, and representatives of different parts of the Dominion, and invites them to spend three or four months among their old friends in the Homeland, their sole duty being to talk about the country among their acquaintances, to place literature in the hands of interested parties, and occasionally to lecture, under the Department's auspices, on Canadian life.

The wisdom of this arrangement is apparent. The visitors are men whose counsel can be trusted. They know the conditions at



THE EMIGRATION EXHIBIT AT YORK FAT STOCK SHOW.

home, and they know the country Oversea. They submit gladly to the most searching cross-examination, and, being resident in the district, if any apparent discrepancy subsequently occurs to the enquirer, the accuracy of the visitor's statements can be challenged; in fact, it provides all the advantages that arise from a face-to-face talk between men interested in a particular calling and a particular proposal.

It was with one of these gentlemen that the writer recently had an interesting conversation as to his methods and the kind of enquiries put to him by his friends.

The delegate—a fine figure of a man, hearty in speech and ruddy of countenance, and disclosing a refinement of mind not popularly associated with the Western farmer—said that the audiences at his lectures had invariably been good, both in size and quality, and that, comparing present with past experience, he was satisfied not only that interest in Canada was growing, but that it was also of more than transient nature. He was surprised at the large number of highly desirable emigrants who would like to settle in the Dominion, but whom lack of means prevented from so doing.

"I have wondered," said he, "why your Government, or, say, some syndicate of prominent citizens, has not taken up this question. There are so many fathers, I understand, who are at a loss to know what to do with their sons, and so many young men who are at a loose end and know not what to do with themselves, that a great problem would be solved if, for the best young people, means could be provided to settle them in Canada. To my mind it would be a paying proposition. The money advanced could be repaid, with interest. If Chinese capitalists can pay the head tax of £100 on immigrants from China to British Columbia, surely Britons can afford to advance small sums to select representatives of their own nation. Such a scheme would serve at once both Great Britain and Canada: it would relieve the distress at home and strengthen the Empire abroad."

The delegate described some interesting meetings with gardeners in one of the provincial cities, adding that by market gardening in the West a man can sometimes make an independency in six or seven years. The Western farmer's attention was so taken up with wheat-growing, he said, that he had no time to look after stock; hence his butter and milk had to be bought. On the other hand, the people in the towns were equally engrossed in commercial pursuits. This gave the market-gardener who settled near to a rising town in an agricultural district an opportunity of making money very fast.

Asked what was the commonest question put to him by his friends, the delegate replied that it was concerning the climate.



THE MOTOR WAGON IN THE MARKET SQUARE, TAVISTOCK.

"The people think," said he, "that the country is extremely cold, and that they could not stand it. I suppose it is the result, chiefly, of foolish statements about it in the English Press. Some of my friends have spoken of Canada as if it were within the Arctic Circle." When he explained that the Canadian winter, though cold, was bright and dry, the sun generally shining brilliantly day after day, their surprise, he said, was equalled only by their relief. As to the Western wheatfields, his friends were equally astonished to learn that these are no nearer to the Arctic Circle than some of the largest European towns where the question of climate is rarely discussed.

Another common enquiry, he said, was concerning the cost of living. Owing to the newness of the country, certain commodities, chiefly, perhaps, clothing, are dearer than in Great Britain, but the delegate's answer is that so far as the necessaries of life are concerned the advance on British prices is very small.



MR. J. OBED SMITH, ASSISTANT SUPERINTENDENT OF EMIGRATION.

"As to clothing," said he, "my experience is that your climate is harder on it than the climate of Canada; at any rate, my clothes wear out more quickly here than they do yonder; besides, I have to launder more, which makes a considerable increase in my expenditure.

"But there is another point overlooked by the working-man at home—namely, the increased self-respect felt by the labourer in Canada from handling more money. The working-man in the United Kingdom, try as he may, can only just make ends meet. The margin between a bare livelihood and starvation is so narrow that all the while he is as one hanging over a precipice; whereas in Canada, where his earnings are double or treble, though he may spend all, he has the feeling of being a prosperous man. This sense of self-respect is a great addition to a man's *morale*."

The townsman's chief question generally has reference to the alleged isolation and loneliness of prairie life. This drawback the delegate said was considerably exaggerated. Moreover, as the country became more thickly populated loneliness became less marked. Social intercourse, means of recreation, and even of mental culture, were rapidly increasing.

The extension of the railways was a notable factor in bringing this about, he said; in proof whereof he gave the case of a homesteader, personally known to him, whose land was originally ninety miles from the nearest railway, all his stores and effects having to



EMIGRANTS ENJOYING THEMSELVES ON BOARD SHIP.

be taken that distance by team. To-day, however, there was a station of the Grand Trunk Pacific actually on his farm, which had thus increased in value prodigiously. He had since bought an adjoining half-section, making his total acreage 480. He is now rich and prosperous.

At the back of all this organisation—by no means exhaustively detailed or adequately appraised—there is, of course, a man; a man whose capacity for work and devotion to the Department are equalled only by his unfailing tact in difficult negotiations and genuine courtesy to all with whom he has to do. Mr. J. Obed Smith brings to the discharge of his onerous duties not only a shrewd insight into character, and loyalty to the interests he represents, but also—and this is quite as essential to the maintenance of cordial relations between this country and Canada—strong sympathies with his fellow-men and a broad interpretation of his duty towards those needing counsel and help.

In no part of his work is this more apparent that in the attention bestowed upon persons who have been deported under the Immigration Act as undesirables. Technically, of course, the duty of the Department ends when such persons have left Canada, but with an interest characteristic of the Department on both sides of the water, and in the Briton's mind difficult to associate with officialdom, these undesirables or unfortunates are on their return placed with their friends or otherwise temporarily taken care of. Considering that during last year upwards of 300 British deports landed on these shores, and bearing in mind the varying conditions rendering their deportation necessary, the absence of criticism of the methods of the Department would seem to indicate that this difficult branch of work has been successfully accomplished.

These characteristics are inevitably reflected in Mr. Obed Smith's headquarters staff, as well as in the provincial sub-agents; for branch offices are established at Liverpool, Birmingham, York, Exeter, Glasgow, Aberdeen, Dublin, Belfast, Antwerp, and Paris. Under



GOING ON BOARD AT LIVERPOOL.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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"CANADA" ANNUAL, 1911.

THE HOMESTEADER'S HOLIDAY.

SCENES AT WESTERN FAIRS.



ROUND THE REFRESHMENT TENTS.



AMONG THE ROUNDABOUTS AT BRANDON (MANITOBA).



YOUTHFUL SPRINTERS AT LETHBRIDGE (ALBERTA).



JUDGING SHORTHORNS AT BRANDON SUMMER FAIR.
In the background can be seen the machinery exhibits.



THE CLYDESDALE STALLIONS CLASS AT BRANDON.



AN EASY WINNER AT EDMONTON (ALBERTA)



SOME OF THE VISITORS AT CALGARY (ALBERTA) SUMMER FAIR.



A TROTTING RACE.

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the official oversight of the London office, each of these branches has its own numerous callers and its own mass of correspondence. A careful study of the whole system shows how thorough, intelligent, and widespread are these combined efforts to "teach something about our Empire."

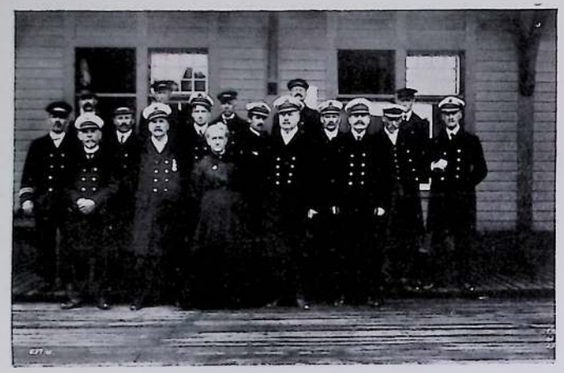
So much for the Department's work on the British side of the water.

THE RECEPTION OF THE IMMIGRANT IN CANADA.

It has been the lot of the minor officials on the Canadian side to incur of late some severe animadversions from certain sections of the English Press. In some cases these have taken the form of so-called investigations by journalists, who, having posed as emigrants and professing thus to have acquired personal experience of immigration methods have played upon the feelings and prejudices of their fellow-countrymen by an ingenious combination of sentiment, ignorance, and hyperbole.

One shrinks from making a reflection of this nature on one's fellow-craftsmen, but when a journal systematically traffics in sensation, and commissions one of its staff to undertake investigations of this sort, it is not difficult to judge what kind of "copy" will please it best; and it is an old adage that what a man looks for he generally finds. Moreover, one makes the reflection with all the more warmth when personal investigations of a similar character (not undertaken at the bidding of any journal or interested party, however, but wholly from innate curiosity) extending over a period of many weeks, and not confined to one particular port, have led to entirely opposite conclusions.

Such enquiries were made by the present writer last year, and few



DR. LAVOIE AND THE IMMIGRATION STAFF AT QUEBEC.

episodes in a long journalistic experience have awakened more interest or afforded more satisfaction than this first close insight into Overseas official life.

The Immigration Hall at Quebec is in charge of Doctors Pagé and Lavoie and a staff of some fifteen or sixteen other medical and general officers, all of whom devote to their duties an amount of time and an expenditure of vital energy, in the writer's humble judgment, none too generously requited.

Seeking out Dr. Lavoie, and making known my desire to see how immigrants were handled, I was, after a few necessary questions, given the freedom of the buildings and permitted to be present at all hours of the day and night at the examination, entertainment, entraining, and departure of the thousands of immigrants who passed through the port during the space of five days.

When a vessel is docked, the immigration officials examine the second-class passengers on board. Several such examinations, both at Quebec and in Vancouver, I attended, and was permitted to inspect and make some extracts from the ships' manifests. The steerage passengers are examined after disembarkation. At Quebec they proceed from the vessel along a covered gangway into the Immigration Hall, where, by a suitable arrangement of barriers, they pass before the various officials for medical and civil inspection.

Complaint has been made that the latter inspection is at most only semi-private, that the questions put to the newcomers are necessarily overheard by the immigrant behind him in the file. But this is criticism run mad; for the examination is infinitely less objectionable, both in character and manner, than that through which the out-patients at our great London hospitals have to go. It will be time enough for the Briton to admonish Canada when his own house is put in order.

Of the hundreds whose examinations I witnessed, not one showed the least resentment at any question asked, or was overcome by modesty at disclosing the amount of his worldly goods. The enquiries were put in a direct, but not unsympathetic manner; they received straightforward answers, and the matter was at an end. In cases where more searching investigation had to be made the immigrant was heard when the rest had been dealt with, or in a separate chamber.

In the height of the season, when boat quickly follows boat, every one being crowded to its limit, the time consumed by even this brief examination is enormous, and it is no uncommon thing for the officials to be on duty, with barely a break for a hurried meal, for twenty-four hours at a stretch. Would it be unreasonable in these circumstances, human nature being what it is, if there were occasional bursts of asperity, or even a loss of self-control, particularly in dealing with dull intellects and members of remote nations? Yet, frankly, I recall no solitary instance of such. I was present at one examination at four o'clock in the morning, and at another long after midnight; but so far as a fairly observant pair of eyes could judge, there was on the part of the officials neither a slackening of diligence nor a departure from good feeling. Indeed, the phrase that kept revolving in my mind was, "What a truly paternal Government is this!"



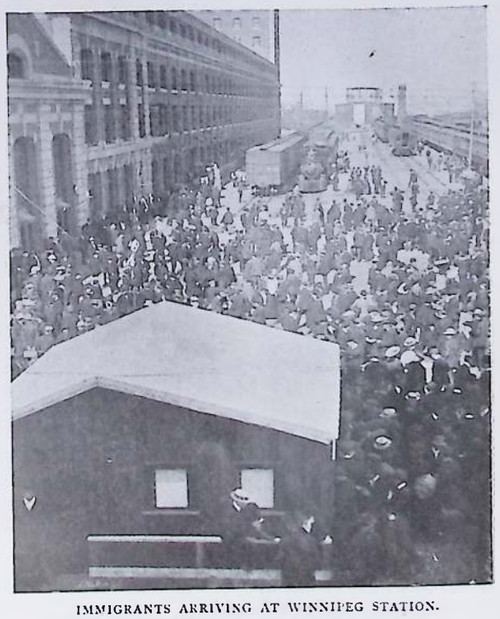
MR. J. BRUCK WALKER, COMMISSIONER FOR IMMIGRATION AT WINNIPEG.

A provision store, a milk counter, where bottles of milk—sterilised, if my memory serves me—may be procured at a nominal charge, a post office, a bureau of exchange, a restaurant, and other conveniences, are all provided in the buildings; while a matron of wide experience is deputed to give special oversight to the women and children. For her thoughtfulness and gratuitous acts of kindness to her charges, this trusted servant has received the personal thanks of men and women in every rank of life.

The detention hospital, whither are sent persons suffering from serious disease, and also immigrants detained for prolonged observation, is a commodious building situate some little distance from the city. Here Dr. Pagé and his staff carry out their duties with every consideration and no little personal kindness to the inmates. The present building was erected before the stream of immigrants had attained such gigantic proportions, and new and larger premises, with improved equipment, are now being built. In the meantime, everything possible is done to prevent persons of a superior upbringing from needless association with those of a rougher type.

Until he realises that timber is one of the staple building materials of the country, the Briton, on landing, is apt to be disappointed with the "temporary" appearance of the Immigration Hall at Quebec. Government buildings on this side are invariably of more enduring substance. This preliminary disappointment over, however, he finds the interior scrupulously clean and as comfortable as necessity requires.

Farther West, however, at Winnipeg, the chief distributing centre for the Prairie Provinces, an imposing edifice of brick and stone is provided. The operations here and throughout Western Canada are in charge of Mr. J. Bruce Walker, a gentleman who has won for himself no inconsiderable position in the city by his business acumen, high personal character, and philanthropic sympathies. Mr. Walker



IMMIGRANTS ARRIVING AT WINNIPEG STATION.

has a great capacity for getting things done, and for infusing his own vigilance and strict attention to duty into his subordinates, of whom there is a large staff.

The land and labour records of this office are a marvel of accuracy and completeness. As many as sixteen or seventeen thousand applications for farm labourers, experienced and inexperienced, are received yearly from the three Provinces; and through the agency of the employment bureau many thousands of persons every year are placed in situations.

The accommodation includes ample sleeping quarters for immigrants *en route* for the Far West. Newcomers are permitted to enjoy the hospitality of the hall gratuitously for a period of seven days, but are expected to provide their own food, for which cooking and storing facilities are provided free. More than twenty thousand persons yearly have passed through the hall during the last few years, and as many as three thousand have slept there within one month. Trains, as they arrive from the East, the South, or the West, are met by uniformed officials of the Department, and immigrants alighting are immediately informed of the free quarters provided for them. Every guidance and assistance is given to them as to reaching their destinations or finding employment. Here again an immense amount of correspondence, both inwards and outwards, is one of the features of the day's work.



MR. W. D. SCOTT, SUPERINTENDENT OF IMMIGRATION.

Halls similar in design, if of smaller proportions, are established also at Vancouver, Edmonton, and Calgary, three other important centres; at Saskatoon, Wainwright, Phillips, Battleford, Biggar, Unity, Lethbridge, North Portal, and other strategic points. In some districts, where the rush of immigrants has been exceptionally great, tents have been provided, equipped with beds, bedding, and stoves, for the accommodation of families whose homes are in preparation.

It is worthy of note that in all the Government halls adequate provision, in some cases amounting to lavishness, is made for personal cleanliness. Not only are laundries and spacious lavatories common features of the halls, but so also are private bath-rooms, fitted with hot and cold water, and supplied with towel and soap, for the gratuitous use of the guests. The accommodation at Winnipeg and Vancouver, for example, compares favourably in equipment with that of a good hotel, and every inducement is offered to the Government's guests to make frequent use of it.

In a word, the Canadian Government Immigration Department is administered with a zeal, an energy, and a discretion unsurpassed in any branch of the public service. The Hon. Frank Oliver, Minister of the Interior, under whose jurisdiction it falls, is an astute statesman, whose record speaks for itself. He is well informed on every phase of the complex questions with which he has to do, and is deeply imbued with the national and imperial spirit. Mr. W. D. Scott, the Superintendent of Immigration, is one of the Government's most approved servants. His genial temperament, while it does not encourage triflers, sweetens the cup of his subordinates, and is reported to extract from them the maximum of work with the minimum of friction. With such men at the head of affairs, and with such loyal supporters, it is but reasonable to hope that the work of the Department will continue to be—not, indeed, exempt from error; that, being human, it has never claimed—but animated by high ideals and prosecuted with growing success.

All enquiries relating to emigration from the Mother Country should be made at 11-12, Charing Cross, London, S.W.

IMMIGRANTS CANADA WANTS.

The Government's Restrictive Regulations.

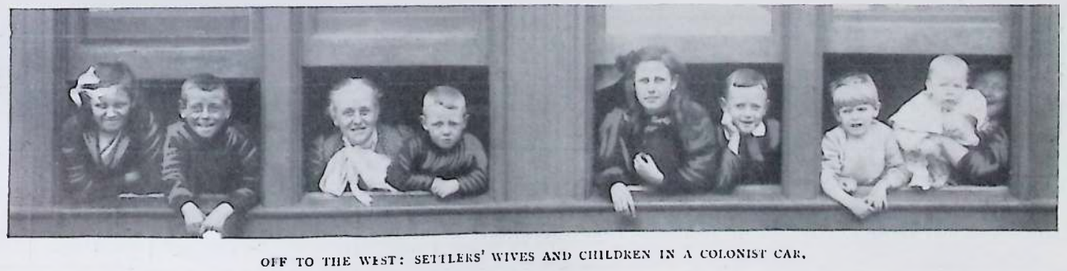
"We want Britishers, but we want the right men," is how Mr. Scott recently summed up his Department's policy, in an interview with a representative of *Canada*. This attitude is further explained by the notice which appears in the immigration pamphlets issued by the authority of the Minister of the Interior: "Farmers, farm labourers, and female domestic servants are the only people the Canadian Immigration Department advises to come to Canada. All others should have definite assurance of employment in Canada before leaving home, and have money enough to support them for a time in case of disappointment."

With regard to the requirement that immigrants should have in their possession on landing—in addition to a ticket or sufficient money to purchase a ticket of transport to their destination—$25 (£5) from the beginning of March to the end of October, and $50 (£10) from the beginning of November to the end of February, Mr. Scott said: "For a skilled labourer going out to Canada $25 is a reasonable amount to have in his possession when he lands. He has two weeks to go before he can get any wages, and as the tools used in Canada are different from those used in Great Britain, he has these and several other things to buy, besides having to pay his board. In the winter $50 is required, because it is the slack time, and if employment is obtained it is often inferior work. In addition, this restriction is called for as a safeguard against undesirable stragglers from across the southern border."

In a circular dated January 1, 1911, issued to steamship booking agents in the United Kingdom, Mr. Scott further said: "It is not asserted that the farmer or farm labourer is necessarily a more desirable citizen than any other, but it is a simple fact that the demand in Canada is for people to occupy the as yet vacant lands of the country, or to aid in the cultivation of these already occupied. This it is which justifies the Government in assuming the expense of immigration effort.

"It is important that the provisions of the Canadian Immigration Act prohibiting the landing in Canada of certain classes of people should be carefully studied. People of these classes are liable to be returned to the place from whence they came at the expense of the steamship company. This liability exists for three years after their landing in Canada. It will be noticed that the following classes of people are prohibited from landing, and are subject to deportation within three years:—Feeble-minded, idiotic, insane, or who have been insane within five years, afflicted with any loathsome, contagious, or infectious disease; anyone who is a pauper, who is destitute, who is a professional beggar or vagrant, or who is likely to become a public charge, any prostitute or person who lives by the proceeds of prostitution, or any convicted criminal. Persons who are dumb, blind, or otherwise physically defective, may be admitted only if, in the opinion of the Canadian immigration agent, or officer in charge, they have sufficient money or have a legitimate mode of earning a living, or if accompanied by members of the family who will be responsible for their support and safe-keeping.

"It is not in the interest of the individual emigrant that he should remove to Canada unless there is a reasonable prospect of his success there. The men wanted in Canada are those who will do well there, who are recognised in the United Kingdom as being fit, but who are looking for the wider opportunities of the new country, not to be found at home. The efforts of the Canadian Immigration Department are not directed towards those who are merely looking for a place where they may live, but towards those who, while they are able to live under present conditions in the United Kingdom, are on the look-out for an opportunity to better their position in life."



OFF TO THE WEST: SETTLERS' WIVES AND CHILDREN IN A COLONIST CAR.

"The general improvement in the character of the emigrants going out is very gratifying," said Mr. Obed Smith recently. "I believe that from one end of Canada to the other there is a general recognition of this, and that as a result an increasingly warm welcome waits the settler. It is also very satisfactory to notice the very large number of homesteads that are being taken up by Britishers; but the aim and hope of the Canadian Government is that the percentage will be very greatly increased in years to come. From the very commencement of our immigration work up to the present time, the Canadian people have desired the Britisher to come and take up the free lands, and have opened their arms to him, and no one is to blame but the Britisher himself if he has not accepted the invitation."

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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COST OF LIVING IN CANADA: Prices of Commodities and Rates of Wages.

THE question of the cost of living in Canada has attracted a great deal of attention recently. In the Dominion, as elsewhere, there has been an increase in the price of the chief commodities. Too often, however, regard is not paid to the comparative rates of wages; whereas the purchasing power of the wage-earner is the all-important consideration. Professor Adam Shortt, the Chairman of the Canadian Civil Service Commission, recently pointed out the important fact that, as a rule, "prices reflect the increase in the wages of the labour employed on them and the profits of the middlemen who handle them"; and while within the past decade "most of the staple articles of food, and also fuel and house rent, have gone up from 25 to 50 per cent.," much in the same way as they have done in other countries, wages in most lines have "increased from 25 to 60 per cent., with a few above and below these rates—a phenomenon certainly not experienced in the Mother Country, at any rate."

WHAT AN OFFICIAL INVESTIGATION REVEALED.

The subject was recently investigated by the Dominion Department of Labour, under the direction of Mr. R. H. Coats, the result being published in an exhaustive and elaborate report issued in July, 1910. As the basis of the enquiry 230 articles were selected, representing the most important departments of Canadian production and trade, and the wholesale prices of these from the beginning of 1890 to the close of 1909 were compiled and analysed in accordance with the most approved statistical methods. An examination of these showed that prices in Canada followed a downward course from 1890 to 1897. This was succeeded during the ensuing decade by a more rapid upward movement, which culminated in 1907, this year being by a considerable margin the highest point in the twenty-year period. Then prices fell in 1908, but were upward again in 1909. Comparing the more important points in this progress with the average level of prices during the decade 1890-1899, the following result was arrived at:—

"In 1890 prices were somewhat over 10 per cent. above that average. In 1897, after three years of panic, depression, and political unrest in the United States and Canada, they had fallen to a point nearly 8 per cent. below. Within six years thereafter, however, they regained this loss. Continuing to mount with extreme rapidity, in 1907 they reached a point over 26 per cent. above the average of the decade. The recession in 1908 amounted to nearly five points. During 1909 this recession was checked and a gain in the opposite direction registered. Comparing the high year 1907 with the low year 1897, the advance amounted to approximately 37 per cent. Comparing the year 1909 with the low year 1897, the increase shown is approximately 31 5-10 per cent."

INCREASES AND DECREASES FOR TWELVE YEARS.

As regards individual products, it was shown that:—"Of the great producing industries, agriculture seems to show the largest increases in prices. Crude farm products (grains, fodder, meat-producing animals, milk, eggs, wool, fruits, vegetables) have advanced by over 37 per cent. compared with the last decade. The products made therefrom—meats, bran, flour, hides, leather, etc.—have increased by over 34 per cent. On the other hand, imported foods are lower than they were during the decade 1890-1899. Fish products are nearly, but not quite so high as farm products. Products of the mine are only slightly above the level of the decade, and, if coal be excluded, are below the average. Coming to Canadian manufactured products, the general level is about 14 per cent. above the level of the last decade. Included in this estimate are various grades of Canadian lumber, which on an average are 50 per cent. dearer than during the last period. If lumber be excluded, the manufactured products of Canada show a gain of less than 10 per cent., compared with the decade 1890-1899."

RISE OF PRICE NOT CONFINED TO CANADA.

The causes of this rise of considerably over one-third in the general level of prices within the past twelve years are, of course, various and complex. They are to be found on the sides of both supply and demand. Nor are they confined to conditions peculiar to Canada itself. It is striking to find that the general upward course of prices has been similar in the case of Great Britain and the United States as well, the movement as between Canada and the United States being on lines nearly parallel. Nothing was said in the report with regard to the effect of the tariff. It is, however, interesting in this connection to turn to a companion report issued about the same time as the result of an investigation made on behalf of the Commonwealth of Massachusetts, in which it is remarked:—"With regard to the tariff, the facts that prices have fallen and risen during long periods without relation to changes in duties, that prices have been rising in Great Britain under Free Trade, and that large increases have taken place in the prices of commodities not appreciably affected by the tariff, show conclusively that the tariff has not been the active factor in the recent upward movement of prices in this country."

One of the central factors in the situation is that described as "industrial expansion, involving deferred productivity." As the report pointed out:—"The present decade has been one of exceptionally rapid industrial expansion in Canada. Immigration has been on an unprecedented scale. Large areas of new lands have been brought under cultivation. Accompanying this has been a heavy expenditure, chiefly of borrowed capital on railways, towns, public works, and other large undertakings. The point emphasised in this connection is that many of these enterprises have not yet become productive. Hence the weight thus far has been thrown almost entirely into the demand side of the scale. The demand has been, in the first instance, for the materials consumed in the actual undertakings, but the circle of industrial and trade activity, once set in motion, has gone on widening until it has reached all but the uttermost edge of the community. Heavy increases have taken place in lines brought primarily under the influence of expansion, such as lumber, food supplies, and articles produced by the labour deflected, whereas goods of resistant growth and manufacture appear in many cases affected, other things being equal."

WAGES ALSO ON THE INCREASE.

Like most questions, as has been remarked, this of the cost of living has two sides. It must be regarded from the point of view of the producer as well as that of the consumer. The report brought this out with clearness. "In the general result," it was pointed out, "wages and prices have been following each other for some time past in what has been described as 'an ascending spiral.'" After all, "a change in prices affects the well-being of the consumer only where no corresponding change in income has occurred." While no final investigation of wages tendencies within the past twenty years was possible within the limits of the report, "the records of the Department of Labour show that there has been a continuous upward tendency since 1901, this tendency becoming pronounced in 1903 and in 1907." And "with greater spending powers has come a general rise in the standard of living." In fact, "the problem to-day is not one of the high cost of living, but one of the cost of high living."

THE PRICE OF COMMODITIES.

In comparing the prices of commodities, it must be taken into consideration that these vary in different centres of the Dominion according to local conditions. The following table, relating to cities with over 10,000 people, is taken from the official *Labour Gazette*, published by the Department of Labour. It gives the prices of household commodities in cents (½d.) per pound, except where otherwise indicated, towards the end of the year.

Cities.	Beef—Sirloin Steak.	Veal—Fore Quarter.	Mutton—Hind Quarter.	Pork. Fresh.	Pork. Salt.	Bacon.	Fresh Fish.	Lard.	Eggs per Dozen.	Milk per Quart.	Dairy Butter.	Bread.	Flour.	Sugar. Granulated.	Sugar. Yellow.	Coffee.	Potatoes per 1½ Bushels.	Coal. Anthracite per ton.	Coal. Bituminous per ton.	Working man's Rent per month.
Sydney, N.S.	18	10	12½–14	15–15	15	21	—	20	30	10	24	6	6	5	5	25–40	70	7.50	$3.00	$18-20
Halifax, N.S.	22	15	13–20	17	15	22	5–15	20	45	8	28	4	4	5½	5	30–40	1.05	7.00	5–5.25	12–18
Charlottetown, P.E.I.	14–16	—	14	16–18	8–15	25	8–10	20	26	6	23	3½	3½	6	5	40	40	6.50	4.00	6–8
St. John, N.B.	20–22	9–11	16	16	16–18	20	6	20	40	7	24–28	4	4	6	5	40	1.25	6.50–7	5.10	9
Quebec	18–16	13–14	13	15	16	18–20	8	20	30–32	10	24–27	3½	3	5½	5	40	90	7.25	4.25	16–18
Ottawa, Ont.	17	12½	15	15	15	20–25	15	20	38–40	8	27	3½	3½	5½	5	40	90	7.50	5.50	9–20
Kingston, Ont.	20	10	15	15–18	18	23	12½	20	25	6	—	3½	3	6	5	30–40	80	7.00	6.25	6–10
Toronto, Ont.	20–22	7–8	10–12	18–22	15–17	20–25	12–16	18	40–55	9	27–30	4	3	6	5½	25–40	70–75	7.00	5.50	16–20
Hamilton, Ont.	17–19	14–18	12–18	18	18	25	10½–20	18	42–45	7	30	4	3½	5½	5½	40	80	6.75	5.50	15
Woodstock, Ont.	18	11	13	18	18	25	10–13	20	35	6	28	3	2½	6	5	25	60	6.75	4.50	8
London, Ont.	18	15	15	15	18	24	15	20	33	6	26	4	3	5	5	40	65	7.00	6.50	8–12
Port Arthur, Ont.	20	13½	20	20	17	25	11	20	40–50	10	30	3½	3	6½	5½	15–40	1.00	8.00	6.00	12–25
Winnipeg, Man.	24	12½	20	18	20	30	12½	20	35	10	28	5	3	6	5½	35	1.35	10.50	9.00	20–25
Brandon, Man.	17	15	20	20	18	30–32	15–18	25	35	10	30	3½	3	7	6½	35	1.10	11.50	9.00	15–30
Regina, Sask.	22	20	20	20	15	35–30	15	25	40	10	30	4	4½	7	6½	35	1.00	13.00	8.50	35
Saskatoon, Sask.	22	20–22	22	20	18	35	15	25	40	12½	35	4	3½	6	6	40	1.25	15.00	9.50	30–35
Edmonton, Alta.	15	13	18	20	24	28	20	22	30	10	30	4	3½	6½	6	40	75	4.00	—	20
Calgary Alta.	18	12½	18	18	22	28	12½–20	20	50	10	25	4	2½	6	6	35	1.50	8.50	6.50–6.75	25–30
Lethbridge, Alta.	15–18	10–18	15–20	12½–18	—	35	—	27	50	10	—	5	3	6	5	30	1.35	—	4.25	10–18
Vancouver, B.C.	20	12	20	22½–25	20	35	10–15	18	65	11	28	5	3	6	5½	35	1.65	—	7.50	25–30
Victoria, B.C.	20	18	20	20	18	35	12½–15	25	65	10	28	4½	4	7	6	40	1.75	11.50	6.50–7.50	20–22

FREE LAND FOR SETTLERS: HOW TO TAKE A HOMESTEAD.

ABOUT half of the 325,000 immigrants into Canada during 1910 went to the West. To these people the Dominion Government, according to Mr. Bruce Walker, Immigration Commissioner at Winnipeg, gave land as homesteads equal in extent to nine English counties. "In the past two years," says Mr. Walker, "the Government gave away similarly to new settlers an area equal to the State of Illinois. The Government has, however, at the present, more available homesteads for new settlers than it had two years ago. New territory has been surveyed. New areas have been passed for entry and made ready for settlement in years to come. At the present time there are over 200,000 homesteads available for the farmer, an area larger than the State of Ohio, and all this land is capable of growing good crops."

Any person who is the sole head of a family, or any male over eighteen years old, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan, and Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-agency for the district. Entry by proxy may be made at any agency, on certain conditions, by the father, mother, son, daughter, brother or sister of the intending homesteader.



A SASKATCHEWAN HOMESTEAD.

The homesteader's duties are six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or his father, mother, son, daughter, brother or sister.

In certain districts a homesteader of good standing may pre-empt a quarter section alongside his homestead, price $3 per acre. He must reside six months in each of six years from date of homestead entry (including the time required to earn homestead patents), and cultivate fifty acres extra. A homesteader who has exhausted his homestead right and cannot obtain a pre-emption, may take a purchased homestead in certain districts, price $3 per acre. He must reside six months in each of three years, cultivate fifty acres, and erect a house worth $300.

The amount of money a man requires to begin on a homestead in Canada depends largely on the man. Speaking generally, he needs a shack in which to live, a team of oxen, a stable, a waggon, a plough, and harrow. With this equipment, which will cost, at the least calculation, $500, he should, if he goes on the land in the spring, have from forty to fifty acres ready for crop the second year. But during this time he must pay for his keep, feed for his oxen, and buy grain for seed. He can work during the harvest for some farmer, and wages during that season range from $2 a day and board for the ordinary working man, to $5 a day and board for the man who can run an engine. A man can count on work for two months, although the season is sometimes longer than that. In the winter homesteaders frequently go to the lumber camps, where the men receive about $30 a month and board.

The man who homesteads and has no capital, frequently puts up a sod shack. If he has neighbours, he often works for them and receives for pay the use of a team and plough, with which he breaks his land and puts in the crop. Or, if he cannot get work near, he goes away and pays someone to break the required amount of land and put it in crop.

The single man or the married man without children may find it to his advantage to homestead, but the married man with a family of school age will find that he is paying or compelling his family to pay too high a price for the land. Homesteads are frequently situated far from settlements, and there are no schools or churches, and in the majority of cases the markets are at such a distance as to be a serious drawback. Of course, time will remedy these defects, but not until the children have grown beyond school age, and must take up the problems of life for themselves. At the present time there are hundreds of children scattered over Western Canada who have not the opportunity to go to school. But in the case of the married man without a family, both husband and wife frequently work for some farmer during the six months they are not compelled to live on their homesteads, and in this way their earning capacity is increased, and both learn much that will be of advantage to them when they begin for themselves on their homestead.

Some experienced farmers rent improved farms on shares for the first few years they are in Canada. The owner of the farm frequently wishes to retire, or owns more land than he can cultivate. The tenant on the farm provides the horses, machinery, seeds, and labour. The owner pays the taxes and receives one-third of the crop. There are many variations of this method of renting on shares, but the proportion each receives is well exemplified by this example. It is seldom that the man renting the farm agrees to pay a cash rental. He prefers to pay in proportion to the crop harvested.

Farms, both improved and unimproved, are frequently sold on the crop-payment plan. Sometimes there is a cash payment down at time of purchase, but frequently there is not. The buyer agrees to give the seller half the crop every year, and pays 6 per cent. interest on the money due. If the farm is unimproved the buyer also agrees to cultivate a certain acreage of new land every year.

Unimproved land can be bought in almost every district in Western Canada, and varies in price from $6 to $30 an acre, depending more on the situation of the land than the quality, land in the old settled district and near a good market naturally being much more valuable. One company sells unimproved land for one-sixth cash, and then no further payment is required for two years, and after that one-sixth must be paid each year until the farm is paid for. There are, of course, many other plans of buying and selling both improved and unimproved land. Improved land varies in price from $12 to $50 an acre, depending on situation, quality of land, and nature of the improvements. Some farms, as well as being all under cultivation, have splendid houses, barns, and stables, which, of course, add materially to their value.

The Canadian Pacific Railway Company has recently applied the "ready-made farm" system to its huge stretch of land east of Calgary, under an easy repayment system. The company erects a four-roomed house, fences from 80 to 160 acres for a farm, sinks a well, and puts 50 acres under cultivation. Agriculturists in possession of a little capital can secure these on most reasonable terms, and when the settler goes into occupation he will reap a crop in the course of a few months. These conditions are only open to British settlers, and by means of this plan it is hoped to place on the land those from the Old Country who are imbued with Imperialistic ideas. The intention of the company is to have three colonies of British settlers, one in the neighbourhood of Strathmore, to the east of Calgary; one at Crossfield, to the north of Calgary; and the other adjoining the rising town of Sedgewick. The land has been specially selected for these farms, the situation being convenient to railroads, towns, and markets.



A SUCCESSFUL PRAIRIE FARMER'S HOMESTEAD.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
ACL Doc 21253 · Page 24 of 106
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asbestosclaims.law/library/21253/24

ADVICE TO FARMER EMIGRANTS.

Their Chance to Succeed in Canada.

The question of what capital an emigrant to Canada needs in order to make a start as a Western farmer is not easy to answer; so much depends upon the man. There are hundreds of well-to-do farmers who went to the prairie without a cent.

Thousands of men have secured homesteads by taking advantage of the regulation which only calls for the settler to remain for six months in each year on his farm. Such a course is not to be commended to all, but it may be remembered that, while the local regulations require cultivation to be done, it does not matter by whom or how it is carried out, and a man may pay out of his earnings for a certain amount of cropping to be done; all upon which the inspector, when passing the land for the deed, has to satisfy himself is that the cultivation is there. The rule as to residence is strict. With regard to the house, the regulations call for a habitable house, but no standard of dimension or material is fixed. Information as to the regulations regarding the obtaining of the land can be obtained by writing to the Canadian Superintendent of Emigration, 11-12, Charing Cross, London, S.W. In order to procure the freehold of a quarter section of excellent land, without capital, a man needs to have persistency, combined with some knowledge of the country, and it is not advisable for a stranger to go to Western Canada and take up a homestead without capital. Let him watch and work for a while, and then, when he has experience, he will be able to do well if he has the necessary "grit" and perseverance.

EAST OR WEST.

The Eastern Provinces present opportunities for men with capital to embark in farming under very favourable auspices, but to get land at once good and cheap, it is necessary to go West. New Ontario has some fine agricultural land, but it is covered for the most part with timber, and it is for the intending settler to consider whether he will go to the labour of clearing this timber, or travel out to the prairie, where he can start his plough on a piece of clear grass land. There will be good, free homesteads on the Western prairie for years to come, so there is no need for anyone to show undue haste in selection, whilst the enormous railway development will be continually opening new stretches of country, equally as good as any hitherto made available for settlement.

There is a prevalent idea that anyone can farm; but whether a man has farming experience in the United Kingdom or not, the fact remains that when he goes into a new country, under new conditions, with a different climate, different soil, and requiring different methods, he is embarking in what is practically a new business. If he starts at once to buy implements, horses, and cattle, and to erect buildings, he cannot know what are fair and reasonable prices. He does not know how deep to break "the virgin prairie," whether to break shallow and backset, or to break deep and disc. The emigrant should first work on a farm and gain some experience, at least before he embarks his capital; and the smaller the capital the more necessary this is.

CAPITAL REQUIRED.

As to what capital is required, it depends greatly upon the man. But one fairly endowed with industry and business aptitude, who has £200 or over, can make a fair start on a free grant of 160 acres. He may, with this amount, build a small house, of sawn timber, buy a yoke of cattle or a team of horses—although a team of horses heavy enough to "break" or plough up the virgin soil would make a big hole in his capital. He can buy a plough, waggon, two or three cows, and, say, a native pony, to prevent his having to take a team horse when some errand has to be done. If he is near timber he may save the expense of a lumber house by building a log dwelling. If he turns his energies in the first year to ploughing up as much land as possible for next year's crop, so that he will have a few hundred dollars' worth of wheat to sell next harvest, his future is assured.

A man with £100 can make a start on the same lines, but he would have to reckon upon "working out" with more wealthy neighbours, or perhaps going away to work in order to help him until his farm is self-supporting. For it must be remembered that £100 will not last him until he could get a sufficient return.

The man with £500, if he is at all suited to the work, is in clover. His plan would be to take up a free grant of 160 acres, and buy the adjoining quarter section, making in all 320 acres. This bought land would be paid for over a series of nine years. He could then follow the lines indicated above, only on a larger scale.

A man with £1,000—which is a relatively large sum in the new parts of the West—would do well not to be in a hurry. If he will spend £100—and this should last him a year without display—in gaining experience, the advantageous manner in which he could then handle the remaining £900 would more than repay him. But if he had any business faculty he would probably find that openings had arisen which had enabled him to clear expenses.

[*See also* "*Profitable Farming*" *on page* 19.]

TO HOMESEEKERS.

For information with regard to Farming, Fruit Growing, or any other occupation in any part of the Dominion, read

"CANADA," Illustrated Weekly.

Send post-card for specimen copy to the Manager, "Canada," Kingsway House, Kingsway, London, W.C.

£400 A YEAR IN CANADA.

A Comparison With the Old Country.

The question is sometimes put: Can a man with an assured income, say, of £400, live in Canada under as comfortable circumstances as those to which he has been accustomed in the Mother Country, with the assurance of equal social and other opportunities for his family?

As a matter of fact, the father of a family with £400 a year can live more comfortably on his income in any of the towns of Ontario, or any such centre in Canada, than in a corresponding town in the Mother Country. The reasons for this are many.

To begin with, in Ontario—to select this Province as a type—there is no direct taxation levied by the Government, such as is so serious a consideration with the paterfamilias in the United Kingdom. There is nothing of the nature of income-tax, nor is the contingency of imposing it likely to arise, as far as can be seen at present. The taxation is all indirect—levied on imported commodities—and thus can be very largely, if not altogether, avoided. It is not at all necessary, as many people seem to think, to buy imported goods. Practically all the necessities of living are produced in Canada itself. There is, of course, rating for local purposes, but this is by no means a formidable factor to face. In Toronto it stands at 17½ mills in the dollar, or only a little over 4½d. in the £; or if education be added, a little over 6d. Charges for gas and electric light are according to consumption, and water in proportion to the rental of the house, but these also compare favourably with most cities and towns at Home.

A great outcry has been made of late in certain quarters about the high cost of living in Canada. In the Dominion, as in the Mother Country, there has been an increase in the prices of the necessaries of living. But that, so far as the towns of Ontario are concerned, there is nothing for Britishers to be alarmed at is shown by the official prices (winter) for Toronto, furnished by the Labour Department at Ottawa, given in the table on page 44. These rates, it is pointed out, vary in different localities and with the season. When all is said and done, however, the whole matter resolves itself into one of good housekeeping. Thus it is possible to save middlemen's profits by buying directly from the farmers in the



A TORONTO VILLA.

fall in large quantities. It may be added that there is in Toronto one of the largest and best-equipped stores on the American continent, which may even compare favourably with its London prototypes.

Not only in Toronto, but in the smaller towns of Ontario, similar opportunities for the pursuit of pleasure and social intercourse of all sorts are offered to those in the Mother Country, with this difference, that objectionable class distinctions do not prevail. The cities and larger towns of the Province are well served with railway communications, and popular summer resorts abound on Lake Ontario and Georgian Bay and elsewhere. It may be mentioned that the educational system of the Province is an excellent one as regards not only elementary, but advanced and technical education as well.

There is no difficulty in obtaining houses of a good class in Toronto, either self-contained or semi-detached, at a rental of from about $30 a month upwards. Living in flats, apartment houses, and hotels is also much in vogue in the city, the rentals, of course, varying according to the location. But the intending settler would probably find it to his advantage to buy a house for himself. A house with lot measuring 40ft. or 50ft. by 100ft. might be purchased outright in a convenient suburb for about £1,000, though the price, of course, depends altogether on the site and the style of house desired. Not only would he thus be saving rent, but he would be in possession of an investment sure to increase gradually in value.

What has been said of Toronto and other cities of Ontario holds good for most similar centres in other Provinces. The British paterfamilias need have no misgivings on that score.

SATISFIED IMMIGRANTS: "Making Good" in Canada.

The following are one or two letters, selected at random, from the many thousands which are sent Home every year by men and women who are finding in Canada the opportunity for a happy and contented life and a successful career.

THE following letter was recently received by the Editor of *Canada* from an immigrant who went to Canada on the recommendation of that journal, and who has never regretted his action, having achieved in fifteen months a success which was denied him in the Old Country for nearly sixty years:—

"Some three years ago I called on you at your office and asked you candidly to say if it was any good for such as me—a carpenter and joiner—to come out here for a living. You told me if I was a good workman I could do well out here, and asked me, in the event of coming to let you know how I got on.

"I have been here (Toronto) fifteen months and one week to-morrow morning, and write to say I have never regretted coming, but have every reason to be glad that I did come. I stayed in England until I was becoming destitute, and could see only three alternatives—to come out here and take my chance, or commit suicide, or go into the poorhouse. I realised sufficiently to come out here. I began work on the Monday morning, having got here on the previous Saturday morning. It has been at times hard uphill work; but now after fifteen months' earnest endeavour and carefulness, I am proud to say I stand upon the threshold of life in my sixtieth year, I have the best of health and prospects, and assurance of a real great time with not one wish to come back to go through life as I have previously spent in Old England.

"What is more, I hear on every hand that this certainly is the country for the industrious, intelligent worker. There is no use for idlers here. I meet English, and Scottish, and Irish, too, and those who are steady, thrifty, and industrious all say in chorus that in this city and country they can do better for themselves than in England. I would say to any one, 'If you want an assured opportunity to do yourself good, bringing with you a good constitution, and a sound, honourable industrious disposition, you can have it here. The one thing necessary is to be ready to adapt yourself to the country's ways. Leave all bad habits behind you when you step on the boat and be resolved to be true English gentlemen and ladies, prepared, as Nelson said of old, 'to do your duty' to your neighbour and yourselves!"

"WHERE A PERSON CAN MAKE HIS FORTUNE."

A Scotsman now farming in Saskatchewan, near Regina, writes as follows:—

"Having arrived in Canada in the spring of 1904, and with a small capital, not sufficient to start farming on my own account, I had to work for nearly two years—this also in order to secure more experience in this country's farming. In the spring of 1906 I took up a homestead about twenty miles north of Regina. This land, although partly covered with bush, which, if necessary, can be easily cleared, is a good, black loam of varied depths. In the same year I bought a half-section of land, about one mile from my homestead, for $12 per acre, on which I am residing at the present time. Besides having good buildings on my land, I own six horses and all the necessary machinery.

"In regard to grain raising, I may say that I always had good success. This year I had sixty acres under cultivation, and have threshed 1,800 bushels of wheat. Recently I shipped one carload of wheat, which has been graded as No. 1 Northern, and which went 30 bushels to the acre. I had also eighteen acres in with oats which went 35 bushels to the acre, although raised on spring breaking.

"I do not intend to write you a long story, but I do say this, that Western Canada is the land where a person can make his fortune, providing a man is willing to work and turn his hands to anything."

"LIKING THE PLACE AND THE PEOPLE."

The following letter of an English country youth from Suffolk on a Canadian farm should be of interest to any young men of spirit and determination who may be considering the opportunities which Canada offers:—

"I have been out here just eight weeks to-day, and I like the place and the people right well. I have engaged with Mr. D. for one year for $150, board, lodging, and washing. The folk are very nice about here, and are always willing to help one another. I only wish I had come out here before, I should have been better off now. We have a little longer time to work, but the work is not so hard, as we drive most of the time; if we only have about half a mile to go we just hitch a team into a waggon and drive. We start milking about five in the morning, then we have breakfast at six; after breakfast we work till about twelve. We have about two hours for dinner; then we work till about six, have supper, and then milk again. We have about 210 acres on this farm, but as most of it is pasture and woodland we only cultivate about fifty acres. The milk goes to a cheese factory every morning except Sunday. I found the implements quite different to our English ones, and a lot lighter to use, and the horses are smaller, and can do a lot more than our English horses, and can stand the hot weather a lot more. It has been very hot here this month; we don't need scarcely any clothes here summertime. I soon got used to this place, and, although I had been used to farm work, I found I had a lot more to learn."

"ALL DELIGHTED WITH THE COUNTRY."

The following letter was written from Toronto five months after the family in question had landed in Canada:—

"Your letters of introduction were of great service to me, and ultimately landed me into the position I at present occupy, i.e., store accountant to one of the largest and most popular hotels in this city. Three of my daughters obtained positions through the kindness of Miss FitzGibbon, of the Hostel, and the eldest of the three is now drawing $25 a month and all found for services in a gentleman's family at Niagara Falls. This seems almost incredible, as her work in England was of a quite different nature, and I gladly mention the fact to prove that I was justified in bringing them to Canada.

"We are all delighted with the country, and my wife finds house-keeping expenses for necessaries are about on a par with the prices that obtain in a London suburb. Luxuries vary in price, some being dearer, whilst others are less expensive than in England. House rent is a heavy item, as in the Old Country. Clothing all round costs more, because people dress better, which is a sign of prosperity. It appears to be the correct thing to dress differently for spring, summer, autumn (or 'fall' as it is here called), and winter. Both sexes are guilty of this extravagance."

"TREATED LIKE ONE OF THE FAMILY."

With regard to the prospects which await capable young women who are willing to take domestic service in Canada, the following two extracts from letters sent by typical young Englishwomen put the position very fairly.

The first writes from Toronto:—

"I am treated just like one of the family, and Mrs. M. is so nice and kind. She has two sons in business, who only come home at night, so Mrs. M. and I are alone all day. We seem quite enough company for each other, and while she does the cooking and busies around, I do the housework. All I do before breakfast is to sweep the verandah—such a pretty one, with clematis growing up it—and help with the breakfast afterwards. I do the housework and light washing till dinner, and then after dinner is over I wash up, tidy up the kitchen, then have a bath, and dress. Mrs. M. and I settle to sewing or writing, either in the verandah or in the house, until six, when we get ready the supper, which is at 6.30. After I have washed up there is nothing more to do. Thank you so much for all you have done in aiding to get me out here, and I do not regret in the slightest the step I have taken. I should like to stay here always."

The second letter comes from Ottawa, and runs:—

"I found a nice situation, where I am at present. I want to go to Vancouver to friends this summer, so am leaving soon. I would like to say it is a very comfortable home and plenty of freedom. I like Canada very much, and only wish I had come out here before. The winter has been the best I have ever experienced, far preferable to foggy London. Ottawa is a very warm place, so if you know of a girl coming here, advise her not only to bring *thick* coat and skirt for the winter, but cool *cotton* dresses for the summer. It is a lovely place, and I have truly enjoyed my stay here."

"EVERY OPPORTUNITY FOR GETTING ON."

A school-teacher who settled in Alberta writes:—

"You ask for my impressions as regards Canada, and the teaching here. I must say that I am extremely comfortable, having found lodgings with nice people, who look after me very much. The teaching I like immensely, although it is teaching four classes at once. One must adapt oneself to circumstances, of course, and not expect to find everything just so. If one will throw oneself into the life, nothing will prove more exhilarating. The weather is as beneficial to the health as it can be, and not too cold for anyone to stand. The people are very sociable and home-like, but one must not put on airs and graces. There is every opportunity for getting on, if anyone is willing. I do not regret the day that I came to Canada, and I have enjoyed myself immensely the whole time. It does not take one long to fall into the various ways and customs of the people. I would certainly advise more teachers to come out here, rather than stay out of employment in England. The prices of articles are not so extravagantly dear; I am only paying $4 a week, and, considering the comfort I get, it is exceedingly reasonable."

"HAVING A GOOD TIME."

A young lady who went out to Manitoba as home help to a family writes:—

"I herewith enclose £2 for part payment of the loan of £5 from your society; I thought also you might like to know how I am getting on. I am most awfully happy here, and having a good time, lots of tennis and other social things. The —— are exceedingly nice people; I think I could not have chosen kinder or better bred people. Being in a little town is, I find, far preferable to the actual country—I mean farm life. I have been out to the ——, to whom I was to have gone in the first place, and I am going to the ——. The latter want me to go to them in the autumn, but I shan't move from here, I think. I often hear from my sister, who sounds very happy; and my brother was delighted to have her. He says he could not have stood the loneliness any longer, and would have given up if we had not gone out. At harvest-time I am going up to help my sister and stay about a fortnight. They are both very anxious for me to go and live with them, but I shan't yet for some time."

TO EMIGRANTS.

For information as to Where to Go, How to Get There, and What to Do when you Arrive, read

"CANADA," Illustrated Weekly.

For specimen copy send post-card to the Manager, "Canada," Kingsway House, Kingsway, London, W.C.

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SCHEMES OF LAND PURCHASE: A Warning to British Settlers.

THE opportunities for the settler to "make good" on the land are legion. What is probably a natural result of this fact is that many schemes are floated, particularly in Western Canada, against which the immigrant with a little capital would do well to be on his guard. Below we give a detailed analysis of a typical example of these apparently attractive proposals. This should prove helpful to the would-be settler, not only as a warning, but also as an indication of what he may actually expect his position to be in the West.

What was naïvely characterised in the prospectus as a "novel method of land settlement" in the Prairie Provinces purported to show how a young British settler who went there entirely ignorant of farming might, after a year's experience as a farm labourer, start for himself on a capital of $750 (£150); might purchase a first-class improved farm in a well-settled district of the Province; and in three years, by his own unaided efforts, might find himself possessed of a farm worth $3,840 (£768), buildings, fencing, horses, cattle, and other live stock, implements, and household effects to the value of $1,757, and some $450 actual hard cash in hand. A net result of nearly $6,000 in three years on an investment of $750 is assuredly not a bad achievement for a settler, even in fertile Manitoba! Certainly such a proposal is worth looking into!

It is, briefly, to sell to parents or guardians 160 acres of land "within easy reach of market," "having at least a foot of rich top soil on a clay subsoil." Seventy per cent. of the land is to be first-class arable land, the balance either good pasture, meadow, or wood land, and water of the best quality and quantity is to be easily accessible. The terms of sale of this estate to the father or guardian are 25 per cent. of purchase price to be paid in cash, balance to be paid in three annual payments, with interest at 7 per cent. per annum. As soon as the first payment is made the corporation undertake to find employment for the "son or ward" near to the land sold to his "father or guardian," so that he may employ his spare time while he is gaining experience by planning how to develop his future property. Meanwhile the land is evidently to be rented, for a clause is inserted in which the company agree to act as agents in this matter, collecting rent on commission of 5 per cent.

At the end of a year or two the property is to be sold to the young settler on a half-crop payment system. The "son or ward" is to be bound to bring a certain proportion of new land into cultivation each year until the whole of the available arable land is cultivated. He is also to insure his crop each year against hail, while the whole of the crop grown is to be the property of the "father or guardian" till he has received his full half-share. By these clauses the father's security is to be constantly increased; he is to be protected against having to finance his son in bad years, and his interests are to be defended from any creditors with whom the son might get involved. The original vendors—the corporation—have already, be it noted, secured payment of 25 per cent. of the entire value of the land, and their cares for the interests of the father are a direct protection of their own, but the success of the father's investment is entirely dependent on the ability of the son to tread the path of profit (and labour) laid down for him. How this is to be done is set forth in a carefully detailed statement which, though plausible in the extreme, is so full of inaccuracies that it is worth while to consider it in detail. The purchase price of 160 acres of land, with temporary buildings, 75 acres being under cultivation, is estimated at $15 per acre.

To find what a man can do in three years with $750 or £150 to start with after one year's experience of farm work in Manitoba, we must turn to the figures given:—

By first payment on farm	$400
" purchase price of yoke of oxen and harness	110
" purchase price of breaking plough, $20; stubble plough, $20; wagon, $60	100
" purchase price of set of harrows, $15; secondhand drill, $25	40
" living and sundries first year	100
	$750

We pass over the young settler's struggles with refractory oxen with a sigh, and commend his ability for picking up cheap implements (a good wagon costs $90 cash), to lose ourselves in wonder as to how he lives at all. Observe he has no stove, no bedding, no furniture or utensils. But perhaps these come out of his $100 (£20) for "living and sundries"? If so, on what does he live? But we must not be troubled by these trifles; he evidently can ignore them. Let us pass on to his first year's record.

This young man is a worker. With all his disadvantages, he has harvested 75 acres of wheat. His balance-sheet runs:—

Dr. FIRST YEAR.

To 75 acres of wheat, 20 bushels per acre, at $1 per bushel	$1,500

Cr.

By cost of seed, grain, and interest on same, six months	$100
" seed retained for second year for 100 acres (25 acres newly broken)	150
" purchase of feed for oxen	25
" threshing at 4c. per bushel, $60; twine account, $18	78
" cost of secondhand binder	50
" cost of cow, $30; poultry, $10; pony, rig, and harness, $100	140
" store bills, clothing, etc., $70; hire of mower and rake, $5	75
" cost of six heifer calves	50
" expenditure on farm buildings	67
" taxes on farm	15
" further amount paid on account of purchase price of farm, $610; interest at 7 per cent., $140	750
	$1,500

Leaving a balance still unpaid of purchase money at the end of the first year of $1,390.

At the end of this first year our young friend deserves our heartiest congratulations, and has earned our most sincere admiration. With his entirely inadequate equipment he has harvested more than an average crop of wheat per acre. His business ability is apparent in the sale of his wheat at an unusually high price, while evidently securing his next year's seed at a bargain sale. Again, he has driven a hard bargain in implements, securing a self-binder in no need of repair for $50! He has learned to keep his stock in good order on the lowest of rations. But his taxes must have proved a heavy burden, for he has been forced to fit his living expenses and his clothes bill into $70—£14 a year! The sign, "Good meals, 25c.," so often observed on Western restaurants, cannot have attracted him. He must have drawn his belt a hole closer and turned homeward to his even more simple fare.

But he has done it, and has applied his Old Country energy even more manfully to producing a still better balance-sheet next year. Here it is:—

Dr. SECOND YEAR.

To proceeds of second crop, 80 acres of wheat, 20 bushels per acre at $1 per bushel	$1,800
" proceeds of 10 acres oats and barley for feed, at 50 bushels per acre, 40c. per bushel	200
	$2,000

Cr.

By seed retained for third crop, 75 acres wheat	$100
" seed retained for third crop, 25 acres oats and barley	20
" feed for oxen and pony, 150 bushels at 40c.	60
" threshing bill, $80; twine account, $24	104
" sundry expenses, $50; to new fences and buildings, $150	200
" store bills, $100; set of sleighs, $20; half dozen young pigs, $24	144
" wages to hired man, haying and harvest, two months	60
" purchase of third ox	60
" purchase of three more heifer calves	50
" taxes on farm	15
" purchase of mower and rake	85
" amount of cash on hand for bargains in stock, etc.	102
" further amount paid on account of purchase price of farm, $802.70; interest at 7 per cent., $97.30	1,000
	$2,000

Leaving a balance still unpaid on purchase money at end of second year of $487.30, estimating he has broken a further 25 acres of new land.

We watch his strenuous career with interest that cannot flag. Fortune favours him. Again he has sold his grain in the highest market, and purchased with wonderful shrewdness. Again he has found a friendly thresher whose men need no feeding! He has been able to secure at unusually low wages a man of equally Herculean energy to himself, one, moreover, who throve on his own meagre fare. This, by the way, has become even more meagre than before, for the $150 (£30) expended on "sundries" and store bills has had to cover the food of both men, all repairs, all clothing, and all the multiplicity of minor inevitable expenses. But this is a man who knows his own powers, and provides for his opportunities. He has saved, actually saved in hard cash, $102 with which to give his undoubted genius for speculation full play. It is to be supposed that in recognition of his devotion to business both his "guardian" and the corporation have consented to take a share of the risk. They must have waived the insurance clause that was such a feature of their protection, for there is no mention of any expense under this heading in either of the first two, or even the third year's statement. Is it necessary to give his third year's balance-sheet in full? It is full of the same plausible inaccuracies. The prices of grain sold keep up at the top notch, and that of grain bought at the very lowest. Seed and feed together this third year only come to $220, in spite of the increased acreage and number of stock kept. These, by the way, now number (including team of horses purchased this year) 25 head: horses, oxen, cow, calves, pony, and pigs, without counting poultry. A detailed statement of their various feed rations would be of intense interest to his brother farmers. It is suggested that cows and poultry should pay all store bills; but how could the poor creatures do so on such a diet, even if our young friend could by the most careful economy find time to secure and market their produce? But again this year he had help. Evidently the same philanthropist returned to his low wages, though perhaps this year he insisted on better food, for, in spite of the highly productive stock, the allowance for store bills has been extended to $150. This, however, now has to cover the bills of the blacksmith, who, perhaps, has in his admiration consented to wait till this year for his money.

It is completed. His three years' work are over, and he has arrived at the position to which he was destined from the beginning. He has paid his last instalment of purchase-money, which, plus 7 per cent. interest, amounted to $521.40. His position is now, at the end of three years:—

Land has enhanced in value, say, 20 per cent. per annum (land value)	$3,840
Buildings and fencing erected, actual cash expended, not allowing for labour	267
Value of horses, $425, actually paid; increase of cattle, stock, and value of stock purchased, $510	935
Implements, etc., after depreciation for wear and tear	330
Hogs worth $100, poultry $50, household effects $75	225
	$5,597
And—as a crowning reward of his efforts—cash balance in hand	$399

Even this last item does not include his profits from the $102 he was able to set aside for speculation at the end of year No. 2, so that the full measure of success achieved by our friend (we fear no longer young), is not revealed. The figures are given to show how he has done it. Figures, we understand, "cannot lie"!

EDUCATION IN CANADA.

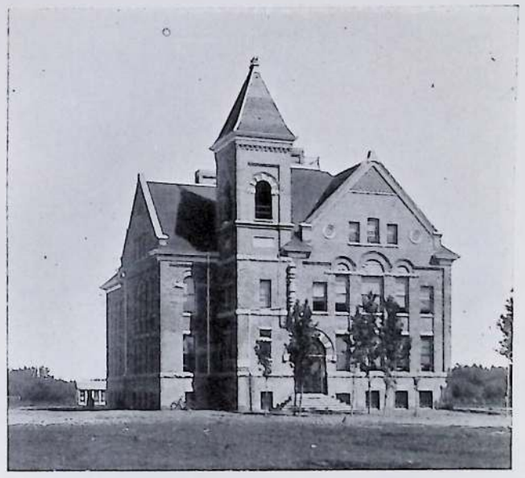
Types of the Buildings in which the Various Branches of Elementary, Secondary, and University Education are Taught.



THE COLLEGIATE BUILDING, BRANDON.



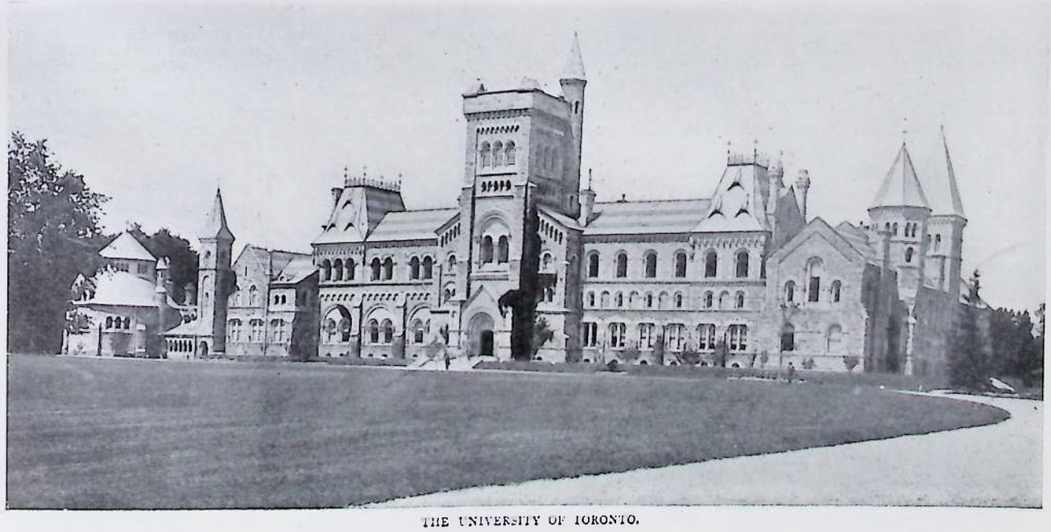
A FAMOUS SCHOOL.—UPPER CANADA COLLEGE.



THE CENTRAL PUBLIC SCHOOL AT EDMONTON.



A COUNTRY SCHOOL ON THE PRAIRIES.



THE UNIVERSITY OF TORONTO.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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GENERAL AND TECHNICAL EDUCATION IN CANADA: An Excellent System.

THROUGHOUT Canada education is compulsory except in Manitoba, and excellent free schools are provided under the control of the various Provincial Legislatures; there are also many High Schools and Institutes. In Ontario and Quebec provision is made for separate schools for Roman Catholics, but in the other Provinces the schools are unsectarian. In the Prairie Provinces two out of every thirty-six sections of land of 640 acres are set apart for school purposes. These are sold as money is required for the establishment of additional schools.

There are Universities at Quebec, Montreal, Toronto, Kingston, Ottawa, Halifax, Fredericton, Winnipeg, Strathcona, Saskatoon, and other centres, and there are several first-class agricultural colleges, full details of which are given in a separate section of this article. In addition it should be mentioned that the Government Commission upon Technical Education, appointed to report upon the advisability of establishing a system of technical schools throughout the Dominion, has just taken evidence in Canada, and is shortly to visit the Old Country and Continent with the object of reporting upon the various classes of schools there in existence.

The laws of the various Provinces make provision for the establishment of public schools in all new settlements. As soon as there are five permanent settlers in a township they may apply for organisation as a school section. They elect, by vote, three of themselves to act as school trustees, and proceed, on the credit of the township, to erect the school building. They furnish the schoolroom, engage a teacher, and apply to the township treasurer for the money necessary for all expenses. These expenses are met by, first, liberal grants from the Provincial Treasuries; secondly, municipal grants from the Township Treasuries; and, lastly, direct taxation on the assessed property of the section itself. This equalises the burden of supporting the schools, making it easy for the remote settlement to provide as good educational equipment for its children as that provided by the older and fully settled districts.

No one going to Canada and settling in its newest territory need fear that by so doing he will exclude the possibility of educating his children. Often the most progressive and best conducted schools are found in new settlements far away from town or city, and attended only by the boys and girls of the surrounding settlers.

All teachers of Canadian public schools must have been professionally trained for his, or her, work. Each Province has its established Normal Schools, in which those who wish to become public school teachers, and who have the necessary academic standing from a University or secondary school, may enter for a course of training. These courses vary from six months to one year, and in every case fully develop whatever teaching power there may be in the individual students.

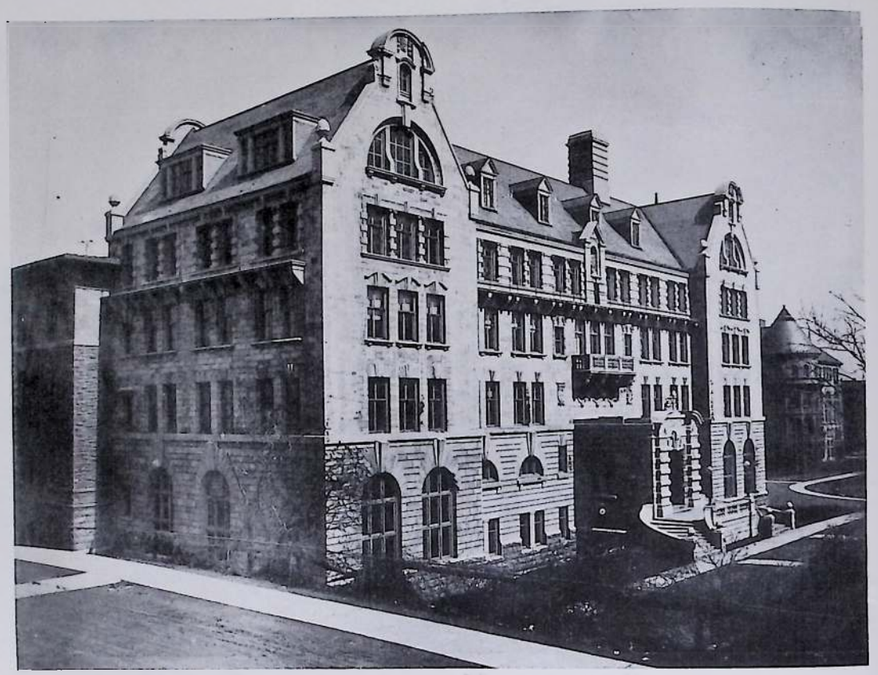
An article upon the opportunities in the Dominion for British teachers appears on page 60.

The University of Toronto, of which Sir Edmund Walker, D.C.L., LL.D., C.V.O., is the chairman, is one of the largest educational centres in Canada, and possesses a list of professors who are distinguished in every branch of learning. The Faculty of Arts is presided over by Professor Falconer, embracing classes in mathematics, mechanics, physics, geology, mineralogy, chemistry, biology, anatomy, physiology, history and ethnology, comparative philology, Italian and Spanish, philosophy and psychology, political science, Roman law, jurisprudence and English law, constitutional and international law, and constitutional history.

There is a Faculty of Medicine, with a long list of professors in every branch, a Faculty of Applied Science and Engineering, a Faculty of Household Science, a Faculty of Education, and a Faculty of Forestry. There is a great demand in Canada for engineers, but the preference is given to men who have taken their courses in the Dominion. At McGill University, Montreal, the engineering courses are specially adapted to turn out practical men with a knowledge of the special requirements of the country. McGill is famous for its Faculty of Applied Science, and more than 700 engineering students are now being trained there. They begin with two years of hard mathematics, physics, and chemistry, and then spend their winter at college and their summer working in the engineering shops. When students have completed their course at McGill they have no difficulty in getting appointments, for the McGill engineers have a great reputation, and the demand for them exceeds the supply.

At the present time there are a large number of young men amongst the students in residence who have passed through such British public schools as Harrow, Bedford, Rugby, or Charterhouse, and there is a growing stream of enquiry from the United Kingdom as to the mode of entrance, the curriculum, and the charges. It is not sufficiently known that McGill University has for some years held a matriculation examination in London every June. Forms of application can be obtained from Mr. J. Stuart Horner, of Messrs. John Birch and Co., 10, Queen Street Place, London, E.C., who represents the registrar of the University in the United Kingdom.

Those who possess certificates as having passed the Oxford or Cambridge senior local examinations, who have matriculated at the University of London, or passed the leaving examinations of the Scottish Educational Department, are admitted to McGill without undergoing such matriculation examinations. The University fees for the four years' course in the applied science section amount to about $176, or £35 per annum. The annual session is divided into two terms—from September to Christmas and from January to the end of April—with special laboratory and practical courses extending into June.



THE MACDONALD ENGINEERING BUILDING AT McGILL UNIVERSITY, MONTREAL.

At present the University has residential accommodation for a limited number of students only, and the great body reside in boarding-houses in Montreal and in the vicinity, where good board can be obtained for from £4 to £7 per month. The registrar sanctions a list of such houses, and will secure accommodation in advance for immigrating students.

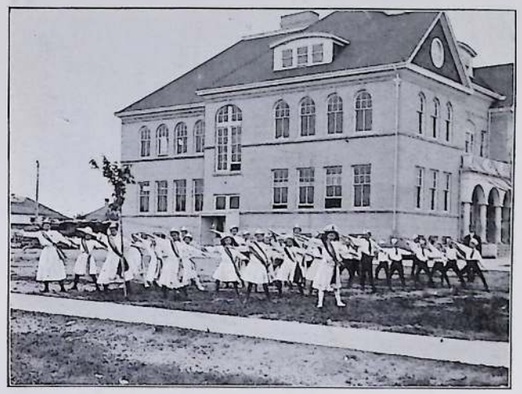
Outside of clothing and personal expenses, it will be seen that the actual outlay per annum need not exceed a sum of £70.

The Royal Military College, Kingston, is the "Sandhurst" of Canada. The College and staff is organised on a strictly military basis. The commandant and military instructors are all officers on the active list of the Imperial Army, lent for the purpose, and, in addition, there is a complete staff of professors for the civil subjects, which form a good proportion of the College course. The cadet, while he has a thorough military training for three years, is not bound to a military career. The openings presented to a cadet on passing well through the college are, however, numerous, and present opportunities of achieving high positions in military service throughout the Empire. Seven Imperial commissions are given annually:—One in the Royal Engineers, one in the Royal Artillery, one in the Cavalry, one in the Infantry, one in the Indian Army, and two in the Army Service Corps.

The candidates for admission to the Royal Military College must be between the years of sixteen and twenty. Only those who are British subjects and who have resided, or whose parents have resided, in Canada for two years immediately preceding the date of examination, shall be eligible. Short periods of absence in Europe for purposes of education are considered as residence. Sons of graduates of the R.M.C. who are in Government employ anywhere in the Empire, are also eligible.

The length of the course is three years, in three terms of nine and a half months' residence each. The total cost for that period, including board, uniforms, and instructional material, is between $750 and $800. This amount is paid in three annual instalments of $250 each—$100 for fees and $150 for expenses. The payment of the $100 fee is made in advance, and the payment of the $150 in two sums of $75 each; the one in advance at the commencement of each term, before joining, and the other on the 1st of January following. His first outfit being necessarily more expensive, the cadet is required to pay in advance, for the first year only, an additional sum of $50. While at the college, each cadet is provided, free of expense, with the use of the necessary furniture, linen (bed-towels excepted), plate, requisites for dormitory, mess-room, and class-room; arms and accoutrements. The college is open for work at the beginning of September each year, and closes at the end of June following. There is a vacation of about a fortnight at Christmas time, during which the college is closed.

There is an excellently equipped medical college at Winnipeg, with more than thirty professors, and every facility for lectures and study.



PHYSICAL DRILL AT A BRANDON SCHOOL.

The following are some of the most important educational institutions in Canada, and the name of the Bursar or Secretary, to whom application should be made for further information, is given whenever possible:—

University of Toronto. (F. A. Mouré.)
Queen's University, Kingston. (G. Y. Chown, B.A.)
McGill University, Montreal. (W. Vaughan.)
University of Trinity College, Toronto. (Sydney H. Jones.)
Victoria University, Toronto. (A. L. Langford, M.A.)
McMaster University, Toronto. (E. J. Bengough, B.A.)
Laval University, Quebec. (Ph. J. Fillion.)
Laval University, Montreal. (M. J. L. Desjardins.)
Polytechnic School, Montreal. (Principal, Ernest Marceau.)
University of Manitoba, Winnipeg. (W. J. Spence.)
University of Saskatchewan, Saskatoon. (G. H. Ling, B.A., Ph.D.; T. N. Willing, agriculture).
St. John's College, Winnipeg. (Very Rev. Dean Coombes, M.A., D.D.)
Wesley College, Winnipeg. (Dr. Stewart.)
St. Boniface College, St. Boniface, Man. (President, Rev. Joseph Carrière, S.J.)
Manitoba College, Winnipeg. (F. W. Clark, B.A.)
University of Bishop's College, Lennoxville, P.Q. (F. W. Frith, M.A.)
University of Ottawa. (Rev. L. Binet, O.M.I.)
University of King's College, Windsor, Nova Scotia. (J. B. McCarthy, B.A.)
Acadia University, Wolfville, N.S. (Rev. A. Cohoon, B.A.)
Dalhousie College and University, Halifax. (Professor H. P. Jones.)
Western University and College, London, Ont. (C. R. Somerville.)
Huron College. (Rev. Canon Smith.)
Congregational College of Canada, Montreal. (A. McA. Murphy.)
Wycliffe College, Toronto. (H. Mortimer.)
Prince of Wales College, Charlottetown, P.E.I. (Principal, S. N. Robertson, M.A.)
Knox College, Toronto. (Rev. R. C. Tiff, B.A.)
University of New Brunswick, Fredericton. (Prof. Raymond.)
University of Mount Allison College, Sackville, N.B. (Rev. Cranswick Jost, D.D.)
University of Alberta, Strathcona. (C. E. Race, B.A.)
University of St. Francis Xavier's College, Antigonish, N.S. (Rev. J. M. Kiely.)
School of Mining, Kingston, Ont. (G. Y. Chown, B.A.)
Commercial and Technical High School, Montreal. (H. J. Silver, B.A.)
Brandon College, Brandon, Manitoba. (H. L. McNeill, Ph.D.)
Upper Canada College, Toronto. (A. Murphy, C.A.)
St. Michael's College, Toronto. (Rev. T. J. Hayes.)
McGill University College, Vancouver. (W. P. Argue.)
Trinity College School, Port Hope, Ont. (Acad. Master, Rev. O. Rigby, M.A., LL.D.)
Havergal College, Toronto (for women). (Miss Cresswell.)
University School, Toronto. (Headmaster, H. J. Crawford.)
Ottawa Ladies' College. (Miss Boyd.)
St. Andrew's College, Toronto. (Headmaster, Rev. D. B. Macdonald, M.A.)
Ontario Ladies' College, Whitby. (John Rice.)
Alma College, St. Thomas, Ontario. (J. W. Graham, M.A.)
Technical High School, Toronto. (A. G. Horwood.)
Halifax Ladies' College and Conservatory of Music. (Miss L. Hendrie.)
Halifax Medical College. (L. M. Murray, M.D.)
Ontario College of Pharmacy, Toronto. (W. B. Graham.)
Royal College of Dental Surgeons, Toronto. (Dr. J. B. Willmot.)

A reader of "Canada," on returning from a visit to the Dominion, writes: "I saw your beloved Journal in all the leading hotels and homes I visited as far west as Victoria, B.C."

AGRICULTURAL EDUCATION IN CANADA.

Some Famous Farmers' Colleges.

At the present time there are several excellent agricultural colleges within the Dominion where young farmers, and also women, may study the science of agriculture, and receive such an education as will fit them not only for the most highly specialised branches of their own work, but for all the important functions of citizenship.

These include the Macdonald College at St. Anne de Bellevue, the Ontario Agricultural College, Guelph; the Nova Scotia Government College; the Manitoba Agricultural College, near Winnipeg; the Faculties of Agriculture at McGill University; and the University of Saskatchewan, and other centres.

The Ontario Agricultural College at Guelph is one of the most famous institutions of its kind in the world, and its graduates are to be found all over the globe.

Every branch of agriculture and horticulture is taught, besides courses in grammar, composition, literature, mathematics, interest, and discount book-keeping, and other matters of calculation of use in the work and management of a farm. The farm consists of about 345 acres, the arable portion being farmed on a four-course rotation. Experimental plots occupy 50 acres, and are chiefly devoted to cereal varieties bred by "selection."

The farm buildings include a good stock-judging pavilion, which will seat 300. There the college herds are judged, and also typical animals from the best farms in Ontario. There is a large cowhouse, and a good supply of other buildings for farm purposes.

The courses at Guelph are arranged to occupy thirty weeks, divided into two terms—September to December (ten weeks) and January to April or May (fourteen or twenty weeks). This arrangement enables students to be at home for seed-time haying, and harvest. Non-Canadian students pay about £35 in inclusive fees; Canadians, other than Ontario residents, pay about £30, and Ontario students pay about $120 (£24) for each of the first two years, or $150 (£30) for each of the second two years. The charges for tuition vary in individual cases, but all students pay $5 a week for board. Ontario residents are admitted to the short courses without fee, but other persons pay $5. Those desirous of admission to the Guelph College must be over 16 years of age, produce evidence as to character and as to seriousness of purpose in seeking admission to the college, and have spent a year on a farm and possess a fair practical knowledge of farm work. They must also pass an entrance examination in arithmetic, geography, and English, but this examination is not a condition of entrance to courses of less duration than one year.

The Macdonald College has been founded and endowed at a cost of nearly a million pounds by Sir William Macdonald, one of Canada's greatest educational benefactors. It is not a State institution, and does not receive State grants of money. Its object is to meet the educational needs of a community mainly rural. Hence it comprises three sections—a school of agriculture, a school for teachers, and a school of household science for women. The college is situated in the open country, twenty miles west of Montreal, close to the C.P.R. and G.T.R. stations of St. Anne de Bellevue. The site, which overlooks the Rideau Canal, comprises altogether 561 acres. There is a generous supply of well-equipped laboratories and classroom for all branches of agriculture and horticulture, and for the allied sciences. Of special interest is the large museum of agricultural machinery where students are taught the construction of farm implements.

The farm consists of 387 acres, worked on a four-course rotation of roots or maize, grain, seeds, and one year's pasture. Besides the main farm there is a horticultural station of 70 acres, of which 20 acres is orchard. There are also about 400 small plots devoted chiefly to cereal breeding.

The farm buildings accommodate 100 cows and 180 young stock, 20 horses, 1,000 fowls, and a number of pigs. Short courses are provided in live stock, cereal husbandry, horticulture, and poultry farming; while longer ones, embracing such subjects as dairying, animal husbandry, poultry farming, and horticulture, lead in two years to an associate diploma, and in four to a degree in agriculture. The object of the Domestic Science courses is to fit girls for the duties of home-making, while the school for teachers gives a thorough training to teachers by instruction and training in practice schools and in such subjects as manual training, nature study, and household science.

The fee for non-Canadians is $100 a year, with $4 weekly extra for board and lodging, each bed-sitting room being shared by two students, and students resident in the Province of Quebec receive free tuition during the first two years. In the third and fourth years they pay $50.

Students must be 17 years of age, and must produce evidence of having worked upon a farm from seed-time to harvest.

At the Nova Scotia Government College the course lasts two years, during which the college affords a thorough agricultural education, both theoretical and practical. The course includes practical agriculture in all its phases—field husbandry, animal husbandry, horticulture, dairying, poultry, veterinary practice; also the sciences of botany, zoology, entomology, geology, bacteriology, and chemistry in relation to agriculture. The students also study such general subjects as arithmetic, mathematics, English, book-keeping, political economy, etc., and practise the use of tools for various uses about the farm, including branches of wood-working, blacksmithing, horse shoeing, and the like. The farm contains 200 acres, half of which is upland, and the remainder intervale and marsh. There is a large cattle barn, a horse barn, piggery, poultry houses, dairy building, and a hot-house. There is also an experimental orchard. No fee is charged for tuition, the only expense to the student being his board and lodging and the cost of the necessary books.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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CANADA FOR THE MIDDLE CLASSES.

SUGGESTIONS FOR BRITISH PARENTS.

IN the United Kingdom there are an enormous number of retired officers and the like whose life is one constant struggle to make both ends meet. They have slender incomes, on which they have to give their children a more or less expensive education and keep up a certain position in the world. When they grow up, their children do very well in the professions or business, but their start in life has cost their parents a severe struggle, and more trouble than it is possible for them to repay. The father of this class often finds it harder to fight the battle of life after he has retired from active service than before.

Canada has been so extensively advertised from the workingman's point of view that its advantages as a place of retirement for the middle classes have been lost sight of. Living and education are cheap, and in general a healthier life can be lived than in overcrowded England. Many have a sentimental attachment to the idea of spending the evening of their life at "Home," but Canada is not as much out of the world as other Oversea Dominions, and a holiday jaunt to Canada is hardly more formidable or expensive than a trip from London to the Continent: nowadays it is not necessary to let a mere matter of 3,000 miles sever all one's home ties.

There are a few objections which would be made by the average Briton to the idea of settling down in Canada—the roughness of Oversea life, the lack of congenial society, and the danger of the children becoming "Colonials," full of bad manners and accent. But, except in the backwoods, such "roughness," does not exist. There is everywhere a freedom from the more irritating conventions that hamper one at home, but no social roughness seems to be caused thereby, and the number and perfection of labour-saving appliances are so great, and their use so widespread, that actual physical existence is rather easier than at home.

If the place of settlement is carefully chosen, congenial society is plentiful enough. The inhabitants of certain districts in Ontario and British Columbia are almost entirely British gentlemen, and if emigration among the middle-classes became more general, such settlements would become commoner still.

The advantages of Canada as a place of residence and as a training-ground for children are numerous. A house and a couple of hundred acres of land, useless for farming, but good enough for "grounds" and a garden, can be obtained for from £500 to £1,000. Taxes amount to only a very few pounds a year, and one can live very comfortably a life approximating to that of a country gentleman at home on an income of about £300.

During the holidays the children can lead a healthy, open-air life, and from the point of view of health alone the space and freedom of Canada is a valuable consideration.

But there are other advantages. Canada is a new country, with innumerable openings for young people in whatever direction their abilities may lie, and the native-born Canadian or the youth familiar with Canadian methods and ideas has an enormous advantage over the emigrated adult. Social position depends more upon agreeable manners than on income or profession, and as long as a young man can dress and conduct himself decently, no one cares particularly whether he earns his living with his head or his hands. This "equality" may be distasteful to people of British ideas, but it works very well in practice, causes no embarrassments, and certainly broadens the basis on which children can start life. It throws open a great number of occupations that at home a young man could not adopt without losing caste.

Schools are plentiful and cheap, and the English public schools are successfuly imitated at such institutions as the Upper Canada College and Trinity College Schools. Of course, they cannot compare with Eton or Harrow, but they follow English traditions as far as possible, and produce excellent results both on the modern and classical sides.

Then there are several Universities, whose degrees are well thought of, and whose graduates hold good positions all over the world. The Science and Engineering Faculties at McGill University are said to be unequalled in equipment in England. Canada also possesses a "Sandhurst" in the Royal Military College at Kingston, where several commissions can be obtained every year. Full details of the educational facilities in the Dominion will be found in the article dealing specially with the subject on pages 50 and 51.



WHERE MANY RETIRED BRITISH OFFICERS LIVE: A TYPICAL HOME IN VICTORIA, BRITISH COLUMBIA.

If one has money, there is no better place to live and spend it in than Great Britain, but with a limited income and a social position to maintain, the odds against one are too heavy. In Canada money goes further, there is more room to breathe, and a middle-class family have a better chance all round than in overcrowded Britain.

For sport of all kinds, including both athletic and field pursuits for people of all ages, shooting (both big and small game), and fishing, Canada offers many opportunities. This should be a further attraction to the class of Britisher mentioned in this article, a class which has always been the backbone of the Old Land in sport as in the more serious departments of life. Information upon shooting and fishing will be found on pages 139, 142, and 143.



A PROSPEROUS FARMER'S HOUSE IN ONTARIO.

PROFESSIONAL EMPLOYMENT IN CANADA.

HINTS TO BRITISH IMMIGRANTS.

IN Canada the opportunities for the professional man of energy and sound business instincts are many and varied. With the opening up of new districts, the building of new towns, and the rapid expansion of the cities, comes the demand for skilled services of every sort, and the man who has the keenness, the adaptability, and the necessary qualifications to set up in his profession in one of those newly-developed places should reap a golden harvest for his enterprise.

Below will be found summarised the details regulating various forms of professional employment in the Dominion.

PHYSICIANS AND SURGEONS.

British diplomas and degrees generally entitle medical men to practise in Canada without any examination, after licence obtained from the Provincial Medical Boards, registration, and payment of fees. In several Provinces, however, examinations have to be passed. In Quebec applicants must prove that they are registered in the medical register of the United Kingdom, and have been qualified to practise there, after a period of not less than five years' study, during which they have resided there without interruption.

THE LAW.

In Canada the professions of barrister and solicitor are generally combined, one of two partners acting as barrister, and the other as solicitor. In Prince Edward Island a British barrister, or an attorney, solicitor, or barrister, of any British Province or colony, is entitled to practise as an attorney and barrister after twelve months' residence in the island, on producing a certificate of his status; but he must submit to an examination if required. In New Brunswick, however, no special provision is made for the admission of British solicitors, and barristers from the United Kingdom have to pass a further examination in the Province. By the Acts of 1906 women are admitted to the practice of the law on the same terms as men. In Nova Scotia a British barrister is entitled to practise as a barrister and solicitor on proof of his status and good character. (Fee, $225.) Anyone entitled to be admitted as a solicitor is also entitled to be admitted a barrister.

In Quebec, barristers, solicitors, and proctors are included under the general name of "advocate," and no one may act without an advocate's diploma granted by the "General Council of the Bar of the Province of Quebec." It should be noted that the law which obtains in this Province is for the most part French, and that the practice of the law involves a knowledge of the French language.

In Ontario any barrister may be admitted to practice who is a barrister belonging to any British Inn which extends the same privilege to Ontario barristers, on proof of call and good character, and on passing such examinations as may be prescribed. Solicitors are admitted under the following regulations:—

(1) Any person who has served under contract with a solicitor in Ontario for five years, and passes two examinations. (2) Any person who is a B.A., M.A., or Bachelor or Doctor of Laws of a British University, and has served under contract for three years with a solicitor in Ontario, and passes two examinations. (3) Any barrister of the United Kingdom who has served under contract with a solicitor in Ontario for three years, and passes the usual solicitor's examination in Ontario. (4) Any solicitor of the English or Irish Courts, or Writer to the Signet, or solicitor of the Irish Courts, who has served under contract with a solicitor in Ontario for one year, and passed the usual solicitor's examination in Ontario.

In Manitoba, a barrister of England, Ireland, or Scotland, is admitted to practice on proof of call and character, and the same facilities are granted to attorneys. In Saskatchewan, Alberta, and the Yukon territory, the regulations are much the same, but in British Columbia, British barristers and solicitors have to pass an examination in the statute law of British Columbia and the practice of the courts.

BANKS AND BANKING.

The banking business of the Dominion is continually expanding, new branches being opened in new towns and districts every day, whilst existing establishments are being constantly enlarged to meet the ever increasing needs of the already settled portions of the community. Within a few months, for instance, nearly seventy new towns were mapped out between Winnipeg and Saskatoon, on the new Grand Trunk Pacific line, nearly seventy new bank branches being established. Such occasions provide openings for an enormous additional staff, including positions which give the ambitious youngster every opportunity for showing his capacity for organisation, management, and clear-headedness. The establishment or enlargement of bank branches in the West provides many openings for young Britishers, the number of suitable Canadians available being insufficient to supply the demand. (See next page.)

ARCHITECTS.

Architects qualified to practise in the United Kingdom will not find any difficulty in the way of their doing so in Canada. The profession of architect in Quebec is governed by the "Province of Quebec Association of Architects," and members of the Royal Institute of British Architects may be admitted to membership on presenting their credentials. No one may call himself an architect or give it to be understood that he is an architect unless he is registered as a member of the association.

CIVIL ENGINEERS.

A person wishing to practise as a civil engineer in the Province of Quebec must (1) pass a preliminary examination in geography, history, arithmetic, elements of geometry, algebra, and trigonometry unless he holds one of certain B.A. degrees in a Canadian or British university. (2) He must then be engaged in engineering work with a member of the Canadian Society of Civil Engineers for five years, or for two years only if he is a land surveyor of the Province of Quebec, or has a degree in applied science from any college or university in Canada after three years' study. (3) He must pass an examination in the theory and practice of engineering, and especially in one of the following branches:—Railway, municipal, hydraulic, mechanical mining, or electrical engineering. Membership of the Institution of Civil Engineers in Great Britain and Ireland is not stated to confer any privilege.

SURVEYORS.

No person may act as surveyor of public lands under the Dominion Lands Act unless he is qualified after examination by the Board of Examiners. The fee on receiving a commission is $20. Surveyors of any Province of Canada may become Dominion land surveyors without further service or examination other than with respect to the survey of Dominion lands, if the Board of Examiners considers them to be sufficiently qualified. For provincial service, the authorisation by the local Board of Examiners must be secured, this requiring the passing of certain examinations.



SURVEYING NEW LANDS: A PARTY IN CAMP.

CHEMISTS AND DRUGGISTS.

All persons approved of by the Council of the Ontario College of Pharmacy, who hold diplomas from the Pharmaceutical Society of Great Britain, may be registered without examination. In Manitoba British chemists may be admitted members of the Pharmaceutical Association of Manitoba on payment of fees, on proof of having been "of good standing, and in actual practice," up to the time of coming to Manitoba. In Saskatchewan and British Columbia similar facilities are afforded the British chemist who possesses the necessary qualifications.

DENTISTS.

Before being allowed to practise in Quebec, British dentists must pass an examination in dental surgery, or at least serve an apprenticeship there. Graduation from the dental colleges of England or foreign countries does not qualify for practice in Ontario, but in Manitoba any member of an association or school of dentistry having similar powers in Great Britain or Ireland as the Manitoba Dental Association, may be licensed on proving his membership and good character, and on passing the final examination prescribed for admission of students to practice. In Saskatchewan, Alberta, and British Columbia almost the same facilities are granted in each case. The profession of a dentist is open to women throughout Canada upon the same terms as to men, "but the profession has not been found so suitable for women as was expected."

VETERINARY SURGEONS.

Veterinary surgeons from Great Britain are admitted to practice throughout Canada on production of their diplomas and passing an examination. There is also a small fee in most cases.

AUCTIONEERS.

An auctioneer can practice in Canada on paying for an annual licence, and executing a bond, with two securities, the condition of which is that he renders a true account of all goods liable to auction duty—that is, 1 per cent. ad valorem—sold by him. The cost of the licence and the sum for which the sureties are liable varies in different provinces, according to the local bye-laws.

Detailed information regarding opportunities for British teachers in Canada are given on page 60.

Full particulars as to professional employment in Canada will be found in the "Professional Handbook," issued by the Emigrants' Information Office, 31, Broadway, Westminster, London, S.W.; price 3d.

PROFESSIONAL MEN and others who intend going to Canada should be readers of "CANADA," the illustrated weekly, published at Kingsway House, Kingsway, London, W.C.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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BANKING IN CANADA.

OPPORTUNITIES FOR YOUNG MEN.

Banking in Canada is a profession which affords enviable opportunities to young men of intelligence and education. In the Dominion the chartered banks are continually expanding, opening new branches in other towns and districts, and enlarging existing establishments to meet the ever-increasing needs of the already settled portions of the country. As stated on the previous page, the enormously rapid growth of the West is causing hardly a month to pass but it sees the establishment or enlargement of many bank branches.

Many openings thus occur for young Englishmen or Scotsmen, for the number of Canadians of the most suitable class from which bank employees are drawn is not by any means sufficient to supply the demand. It is the custom of some banks to take young men out of the Scottish banks and start them to work at once in the Dominion; but a prejudice—groundless, probably—exists against accepting English youths for employment in the same way. If, however, the Englishman has put in a year at a Canadian university, and thus acquired a Canadian finish, as it might be called, to his education, he is no longer handicapped, and will have no difficulty in obtaining a situation which gives every hope of rapid progress.

"Our officers," says one bank, "are generally promoted as soon as they are ready for it; and, being transferred from place to place, they meet many and divers people and business customs; they learn the value of presenting a pleasing personality to the public; they even learn diplomacy and get a broad outlook on men and affairs." In Canada, owing to the branch system, promotion is not blocked at any post. At the country branches clerks get their upward rises, sometimes probably before they are ready for them. A Canadian bank is a great training school—juniors and minor clerks are taken on all over the country, trained as quickly as possible, and pushed forward to higher positions. Once a man has been taken on the staff of a Canadian bank he is regarded as belonging to the brotherhood: he may be a future general manager. And his salary is not regulated by the fact that he might be replaced at a certain figure from outside. Instead, he is regarded as being entitled to regular increase, almost annually, so long as he attends faithfully to his duties and strives to fit himself for higher positions. If he has a fair capacity he need not consider that when he gets up to $1,000 or $1,200 a year he is at the maximum. One of the chief advantages enjoyed by Canadian bank clerks is the variety and number of honourable and well-paid posts open to be won by any and all of them. Another is the steady upward movement of the salaries, year in and year out.

THE BANK MANAGER'S INFLUENCE.

In his report to the National Monetary Commission of the United States on the Canadian banking system (page 173), Professor Johnson, of New York University, paid a tribute to the Canadian bank manager and his influence in the shaping of public opinion. "The keynote of the organisation of a Canadian bank is the centralisation of responsibility," he says. "One man, the general manager, is supreme. Above him in authority under the law are the Directors, representing the stockholders. Below him is an army of employees, of whom all but two or three owe their positions entirely to his favour. The general managers of Canadian banks are, without exception, men who have been in the banking business since boyhood. They have worked their way up through all the grades of employment by the force of brains, industry, character, and good health. They know from experience the task of every employee, and they know when it is well done. They hold their positions because they have proved their fitness. They are, in other words, professional bankers. Untrained outsiders cannot break into the banking business as they do in the United States."

"The unanimity among the bankers with regard to business conditions," the Professor further states, "makes the individual banker a much more important person in Canada than he is in the United States. Business men do not speak of him as a mere moneylender. They look upon him as a man who has especial facilities for getting information about business and financial questions, and whose opinion, therefore, is entitled to great respect. This is true, not only of the general managers, who, as a rule, live in the large cities, and are men past middle age, but is true as well of the managers even of the small branches. In every community the manager of a branch bank, especially if it is a branch of one of the half-dozen largest institutions, occupies a prominent position and exerts a powerful influence in the shaping of business opinion. Not only does he send reports daily or weekly with respect to events of importance within his field, but he himself is constantly getting letters of advice from the head office. He is the one man in the community who is in touch with the business conditions of the Dominion, or, for that matter, of the world. He may be a young man, but he has had a training in the methods of Canadian banking, and it is known that he would not occupy his position if his superiors did not have confidence in his judgment."

TO SPORTSMEN.

Why waste time and money where sport is poor and expensive?

In one week at no more cost you can be among the Forests and Streams of Canada where Fish and Game abound.

For full information read "Canada," Illustrated Weekly. Published at Kingsway House, Kingsway, London, W.C.

N.B.—Correspondence is invited by the Sporting Editor of "Canada" who will be glad to arrange tours, provide guides, and give every assistance.

OPENINGS FOR WOMEN WITH CAPITAL.

MANY OPPORTUNITIES IN THE WEST.

To the British woman with a small amount of capital numerous ways of establishing a prosperous business are open in Canada. There is, for instance, the provision of boarding houses in the rapidly growing towns of the Western Provinces. There are many people working in these centres—both men and women—who are forced by present conditions to live in a "rooming" house and rely for their meals upon hotels and cafés. This custom is not popular even among Canadians, while the young Britisher who is working in the West much prefers living in the way he has been used to at home.

Suitable houses for this purpose can, as a rule, be rented for from $45 to $60 a month, while $28 (£5 12s.) a month is the lowest price paid for room and board. The highest price obtained is about $37 (£7 8s.) a month. Those who take only meals in the house pay $5.50 (a little over £1) a week.

For the woman who has or can realise a good sum of money, the following estimate is included as showing the outlay required to build and work a first-class apartment house and the income to be obtained therefrom. The figures have been prepared by a prominent architect. The house would be semi-fireproof, of pleasing appearance and good workmanship, while there would be forty suites of three rooms, with bath and other necessaries, and a restaurant in the basement.

Total cost of building and land		£15,000
Yearly expenditure and deductions :—		
Heating and lighting	£200	
Taxes, water, &c.	140	
Insurance, depreciation, &c.	200	
Janitor and servants	200	
	£740	
Returns :—		
Rent of 40 suites at £6 per suite per month		£2,880
Profit from restaurant £15 per month		180
		£3 060

This shows a yield of over 15 per cent. yearly. In addition, the land would all the time be appreciating in value.

A feature of British life which does not exist in Western Canada is the neat little café and tea room. In the cities and larger towns a clever business-like woman with a capital of perhaps $1,000 would do well to open such an establishment. The venture would need to be advertised a little, but that would not cost much, as the newspaper rates are extraordinarily reasonable—at least to British minds. There is a growing British population who should patronise such an establishment for old time's sake, just as the British "five o'clock tea" house on the Continent does so well. In addition, Canadian women would appreciate a café, with neat, attractively decorated rooms and everything nicely served. Other opportunities are offered for the opening of small restaurants at which lunch and other substantial meals could be obtained.



A BOARDING HOUSE IN A WESTERN CITY.

As it is almost impossible to get help in the West, someone must be brought from the Old Country to assist in the work. Several energetic girls would do well to club their capital and do everything themselves, thus being independent of outside help.

There are also openings in most of the new towns for the establishment of a good dressmaker and milliner. The rent of the necessary shop would, in a Western town, amount to about $100 per month. A ladies' hairdresser would also do well. The business could be started in a small way with one room, and a businesslike woman would soon be in a position to rent a shop.

[An additional article upon opportunities for women who are not in the possession of a large amount of capital is to be found on page 58.]

Subscribers to "Canada" can obtain expert advice with regard to Investment in Canadian Securities from the Financial Editor of "Canada," Kingsway House, Kingsway, London, W.C.

CANADA FOR THE SHOPKEEPER: WHAT TO DO AND WHERE TO SETTLE.

BEFORE going out, make up your mind what line of business you are going to engage in. You may ultimately settle in something different, but at all events start with a definite idea.

There are a few trades in which a well-trained Englishman, Scotsman, Irishman, or Welshman who has no capital can get a good position. These are skilled mechanical and engineering work, survey work, railroad engineering, electrical and power development, and mining engineering, and probably in all these a man would make greater progress than he would at home, because the expansion in these classes of work throughout Canada is on such an enormous scale. These are dealt with in other pages of this Annual.

A word here, however, in particular to the shopkeeper. To the man of some little capital, say, £300 or £400, there opens a very much wider scope for success. If a man has that capital and wants to take a shop or "store," the best plan is to get an interview with a leading firm of dry goods or hardware jobbers. He should ask them for an introduction to one or two of their retail customers located in what they would recommend as the most promising rising townships. With the small capital at command, the best plan is to get a partnership with some such storekeeper; and there are many of them, with sound business training acquired in the large cities, who push out into and establish themselves in the small townships, and who would welcome partnership with a man of good education and training and some capital.

But before engaging with anyone on these lines it is better to get a position of any capacity for which one is suited, and on which it is possible to live without touching the capital, and so for some five or six months to gather the necessary experience of Canadian ways and get accustomed to the "atmosphere" of the country.

With the capital mentioned, a man could, of course, open a small shop single-handed; but in such a case he should take a longer period of service with some firm to equip him with the necessary experience of the market and its customs. In any case, such a small capital would not go far in such a start, and the partnership plan is the safer one to embark on.



A STORE IN A NEW PRAIRIE TOWN.

As regards choice of what part of Canada to settle in, general opinion dictates that the fullest measure of success lies West, and certainly in the Western cities, right to Vancouver, one meets with a number of shopkeepers who have recently moved there from the older towns and cities, where they have been unable to find sufficient expansion for their energies. Nevertheless, there are many reasons why it is better not to rush out West until the prospective shopkeeper has "sized up" the position in the East.



A TYPICAL ONTARIO SHOPPING STREET—KING STREET, CHATHAM.

Even if the would-be shopkeeper is determined to go out West, it is still better to get a post in Montreal or Toronto before migrating West, as the business experience to be gained in these two cities cannot be compensated for by any other experience in other parts of Canada. After leaving these cities, it would be best to make a stay at Winnipeg for a time, and "prospect" from that base. There is one point about the prairie towns beyond Winnipeg. There may be money to be made there, and made quickly; but the embryo merchant should satisfy himself that he can stand the unrelieved monotony of some of the smaller of these towns, as compared with the larger cities, before he "treks" out there, either alone or with his wife.

Generally speaking, the cost of living increases the farther West you go. This higher cost of living is a factor to bear in mind when discussing "income" figures. To anyone with only a small capital, it is not advisable to go as far West as the Pacific Coast at the outset, even though the climate there is most attractive to an Englishman.

Whatever business you may settle to in Canada, you must be prepared for a good deal of "spade" work. There is no one in Canada working for his health, and there is little sentiment in business there. The quick recognition of merit everywhere brings young men into big positions; but while ability gets a man into a good position, it is only sustained ability that keeps him there. Canada is made up of cities in the building, and, as a whole, is a nation in the making; every Canadian works to that end, and anyone who does not do his share drops out of line at once—the country has no use for him.



STORES IN A WESTERN TOWN—LETHBRIDGE, ALBERTA.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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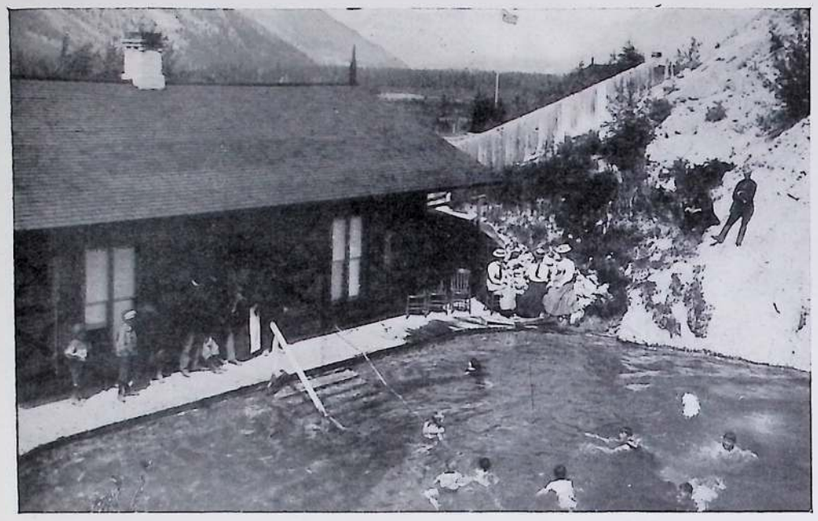
"CANADA" ANNUAL, 1911.

WONDERS OF NATURE IN CANADA.



THE 'BORE" AT MONCTON, NEW BRUNSWICK.

This bore, which flows twice every twenty-four hours, is due to the tidal wave of the Atlantic pouring into the Bay of Fundy, at the head of which it is forced into the estuary of the Petitcodiac River. With the narrowing of the banks the flood rolls up the river in a wave that has the appearance of a wall of water. At spring tides, or at the full moon, the bore rises to a height of eight or ten feet.



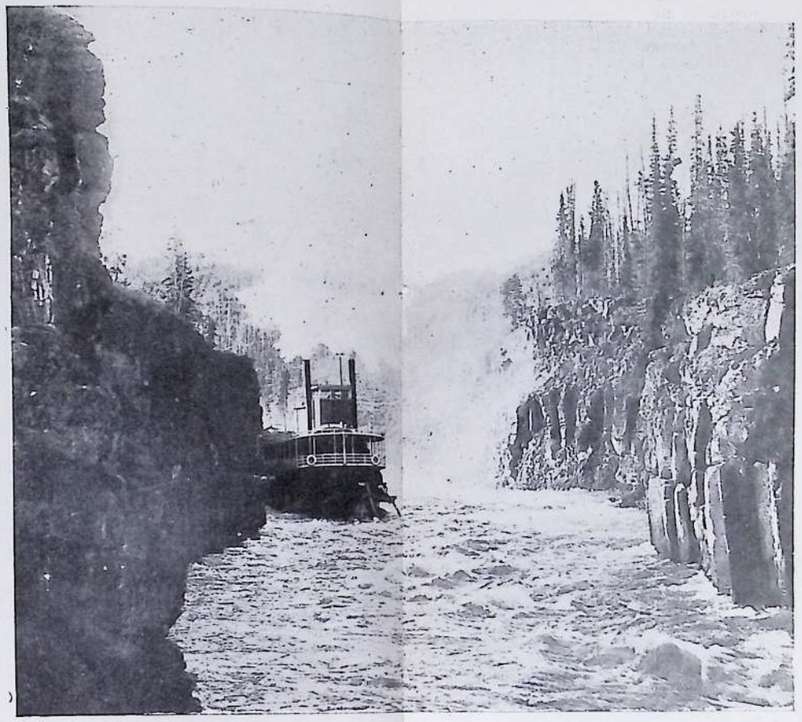
THE HOT POOL AT BANFF, ALBERTA.

The hot springs consist of sulphur water which flows from the side of Sulphur Mountain. The Dominion Government has erected a bathing establishment, including hot baths, steam rooms, hot and cold showers, and a swimming pool. The Government charge for a bath is 35 cents.



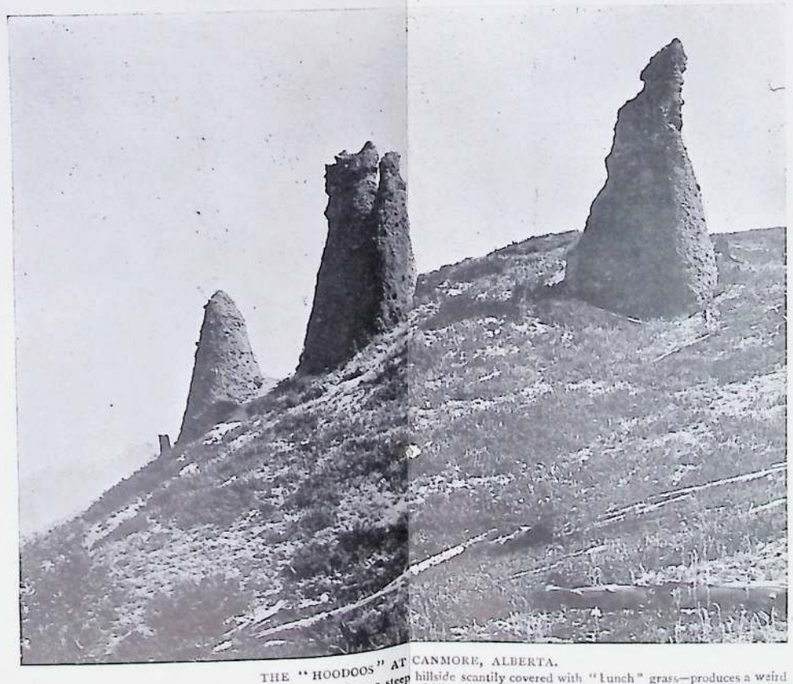
NIAGARA FALLS, ONTARIO.

These famous Falls, situated on the Niagara River, which connects Lake Erie and Lake Ontario, are 165 feet in height. The falls are divided by Goat Island, the fall to the south being in United States territory and the northern, or Horseshoe Fall, being Canadian. The larger volume of water pours over the Canadian fall, but the American fall is slightly higher.



SHOOTING THE RAPIDS OF MILES CAÑON, ON THE YUKON RIVER.

This cañon is a dangerous stretch of the route to the Yukon goldfield via Skagway and White Horse. The White Pass and Yukon Railway run steamers from White Horse, the terminus of the steel, to Dawson, a distance of 570 miles.



THE "HOODOOS" AT CANMORE, ALBERTA.

This group of conglomerate rocks—curious outcrops from a steep hillside scantily covered with "lunch" grass—produces a weird effect which probably obtained for them the name of "hoodoos," signifying bringers of bad luck.



THE GREAT GLACIER OF THE STIKINE RIVER, BRITISH COLUMBIA.

The Stikine River rises in the Cassiar district of British Columbia and draws its waters principally from the great glacier which has formed among the huge snow-covered mountains of the northern portion of the Province. The river flows through a series of magnificent ca[illegible]ons.



THE TAKAKKAW FALLS, BRITISH COLUMBIA.

These wonderful falls, which are situated in the Yoho Valley, British Columbia, are among the finest in the known world. An enormous volume of seething water rushes over a precipice and falls a sheer drop of 1,200 feet. They are but one day's ride from Field, and are in the neighbourhood of the famous Yoho cañon.



THE GRAND FALLS, HAMILTON RIVER, LABRADOR.

The actual falls are 302 feet in depth, but in a distance of twelve miles there is a total fall of 760 feet, comprising, perhaps, the most wonderful succession of cascades and rapids in any quarter of the globe. The falls are of peculiar formation, the first two hundred feet being a steep incline and the last hundred a sheer drop. The above photograph is one of the only two in existence of the falls, and was taken by Mr. A. P. Low.

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OPPORTUNITIES FOR WOMEN IN CANADA: Numerous Roads to Prosperity.

OPENINGS for the employment of women in Canada are many and varied; in fact, as in all new countries, the lack of women is one of the most serious drawbacks to the full development of the Dominion, not only in many trades, but also as regards the social and artistic side of life.

Below will be found details relating to most of the professions and industries in which women are generally employed, but before coming to their discussion it would be as well to review one or two facts concerning women's life in the Dominion and to give one or two hints as to what is expected of a newcomer.

In the first place, the Englishwoman who goes to Canada must be prepared to adopt Canadian methods and manners or she will be forced to confess to failure. Canadian customs and fashions are too much unlike those of the Old Country to admit of anyone who prefers those of the latter, and will not change her ideas, making a success of life in the Dominion. It must be remembered that as the country is undergoing development, so are its social conditions. At present there must be some "roughing" it; some parting for a time with what are called the "comforts" and amenities of life in Great Britain; and the newcomer must be quick to adapt herself to the brusqueness and freedom—tempered, it is true, with much kindness of heart and readiness to help the stranger—of the Canadian.

It is advisable for women having friends in Canada to communicate with them beforehand. They should also apply to the Dominion or Provincial Government Agents, who keep a list of vacant situations, and will refer women to local ladies' committees. Immigrants without friends should communicate with the



THE WOMEN'S HOSTEL IN CALGARY.

Women's National Immigration Society, 87, Osborne Street, Montreal. Lady agents from the society meet the immigrants at the ports of landing, receive them into the Home at Montreal, and look after them until they find situations. The immigrants may remain at the Home without charge for the first twenty-four hours, after which a charge of 12s. 6d. per week (2s. 1d. per day) is made for board and lodging.

Other homes for female immigrants include the Andrews Home, 46, Belmont Park, Montreal ($3.50 a week, including bath), Women's Welcome Hostels, 66, Wellesley Street, Toronto, and 327, Brunswick Street, Halifax (free to girls coming with recommendations for twenty-four hours, afterwards $3.50 a week, or 50 cents a day), Girls' Home of Welcome, 130, Austin Street, Winnipeg, Manitoba (free for twenty-four hours, afterwards a small payment), and Women's Hostel, 120, Fourth Avenue West, Calgary.

Persons belonging to societies like the Y.W.C.A. or the G.F.S. should take letters of introduction to the kindred society in Canada. Other societies which help women emigrants are the Society for Promoting Christian Knowledge, which has chaplains on all ships and at the ports, and assists all emigrants with advice; the Salvation Army (122, Queen Victoria Street, London, and 20, Albert Street, Toronto), with special emigration officers at Quebec, Halifax, Montreal, Winnipeg, and Vancouver; the British Women's Emigration Association, Imperial Institute, South Kensington, London, W. The British Welcome League, 87, Front Street West, Toronto, gives temporary lodging to all whom it has room for. Chaplains representing the Methodist Church in Canada meet Methodist emigrants at Halifax, St. John, Quebec, Montreal, and Winnipeg. Communications should be addressed to the Methodist Emigration Department, 33, Richmond Street West, Toronto, Canada.

The greatest demand as regards female labour throughout Canada, and especially in the West, is for domestic servants or "home helps." Women who intend to take up this class of labour can go out at any time of the year, but the spring is to be recommended. They may go either by themselves or in charge of a society. In either case they will have no difficulty in getting good situations. If they place themselves in the hands of one of the societies mentioned above a great deal of anxiety would be saved. Of course, good characters are necessary.

There is a regulation providing that each immigrant must have £10 in the winter months and £5 in the summer on landing in Canada, but this is waived in certain cases; for instance, if a girl is going to a situation found for her by some responsible body, such as the Agency of a Provincial Government. The Ontario Government (Offices, 163, Strand, London, W.C.) gives assisted passages to domestic servants, and the Canadian Northern Railway (Mr. T. Howell, Craig Court House, Charing Cross, London, S.W.) is also organising female emigration upon a similar basis.

Domestic servants' wages per month in the towns, with board and lodging included, are, in Prince Edward Island, $10 (£2) to $12 (£2 8s.); in Nova Scotia, New Brunswick, Quebec, and Ontario, $10 (£2) to $20 (£4); in Manitoba, Saskatchewan, and Alberta, $15 (£3) to $25 (£5); and in British Columbia, $20 (£4) to $25 (£5), and upwards. Cooks' wages are at least $2 (8s.) to $3 (12s.) a month higher than those of general servants, and in some towns in Manitoba, Saskatchewan, and Alberta they are from $20 (£4) to $25 (£5) a month. In British Columbia servants are specially scarce, and cooks receive $25 (£5) to $30 (£6) a month in private families, and $30 (£6) to $40 (£8) and upwards in boarding houses and hotels, in both cases with board and lodging. Domestic servants on farms receive, with board and lodging, $8 (£1 12s.) to $11 (£2 4s.) a month in the Eastern Provinces; $12 (£2 8s.) to $18 (£3 8s.) in Manitoba, Saskatchewan, and Alberta, and $15 (£3) to $18 (£3 12s.) in British Columbia. The majority of farm servants are expected to do the usual indoor work, and, in addition, washing, bread baking, and butter making.

There are a few openings for waitresses in hotels and restaurants, but these are mostly taken up by Canadian girls. The wages earned are about $20 (£4) a month, but they have heavy laundry bills to pay, being expected to wear clean collars and cuffs twice a day, and sometimes a clean white frock while waiting at dinner or supper. They may seem to get a little more time off duty between meals, but their working hours are very long, as they begin very early. Breakfast, for instance, is served at most hotels at 6.30.

Milliners and dressmakers are in demand in most of the larger centres, but it is not advisable to go out to undertake this class of work without getting special information regarding the opportunities. Wages in Ontario for needlewomen are from $6 (£1 4s.) a week; in New Brunswick, at St. John, $1.25 (5s.) a day for tailoresses, and $2½ (12s.) to $7 (£1 8s.) per dress for milliners and dressmakers; in Manitoba, at Winnipeg, for tailoresses, milliners, and dressmakers, $1 (4s.) to $1.25 (5s.) a day; in Alberta, at Edmonton, $20 (£4) a month with board; in the Province of Quebec, at Montreal, 75 cents (3s.) to $1 (4s.) a day. In British Columbia dressmakers going to private houses are paid $1 (4s.) to $2 (8s.) a day with meals, and they and milliners are generally in demand.

The demand for female factory hands of all classes has increased, and wages have improved. Single women are not, however, as a rule, recommended to go out on the chance of getting work in factories, as there are better openings in domestic service. Moreover, board and lodging cost not less than $3 (12s.) a week, and factory hands cannot earn this; at all events, at first. Factory work is best suited for those living with their parents.

There are cotton and woollen mills at Cornwall, Valleyfield (Quebec), Hamilton, Kingston, Toronto, Montreal, Sherbrooke, Ottawa, Halifax, Milltown (New Brunswick), etc. At St. John, N.B., female spinners and weavers receive $1 (4s.) a day. In the towns of Ontario female mill-hands can earn $4 (16s.) to $8 (£1 12s.) a week. Women weavers at Montreal can earn from $4½ (18s.) upwards per week. Females working in the clothing factories at Montreal, Toronto, and Hamilton receive an average of $4½ (18s.) a week, the wages being from $3 (12s.) to $8 (£1 12s.). Sewing machinists, fancy box-makers, book folders, book sewers, steam laundresses, and umbrella hands earn about $3 (12s.) to $7 (£1 8s.) a week and upwards, according to their proficiency.

In most industries in Ontario the hours of work for women are 45 to 50 hours a week, but in the cotton, woollen, and knitting factories women and girls work 52 to 56 hours a week; in Halifax mill-hands work 60 hours a week. In many factories hands are paid by piece-work after the first fortnight.

There are occasional openings in Canada for a few trained hospital nurses, but, as a rule, the vacancies are not numerous. It must also be remembered that nurses are now trained to a great extent in Canada itself.

An opportunity is presented for good shorthand writers—stenographers, as they are called in Western parlance. There are many inferior shorthand writers and typists in all Western towns and cities, and it would be no advantage to anyone but a really able girl to go to Canada for this purpose. If she is accustomed to general clerical work and has a knowledge of book-keeping, all the better. In such a case she would receive from $50 (£10) to $70 (£12) a month. Living in a Western city ranges from £4 to £6 a month, which leaves a good margin for clothes and the provision every one ought to make for a rainy day.

Shop assistants are also in demand, the salaries ranging from $40 (£8) to $70 (£14) a month, according to the ability of the employee. A girl must have some experience of this work if she intends to take it up there, but a comparatively short English training would be sufficient, provided she showed the necessary intelligence in adopting Canadian methods of selling and in reckoning in Canadian money—which is much easier than British after all. The system of apprenticing young girls to a draper's or "dry goods store," as it is called in Canada, is never followed. All are paid a small sum from the start.

There are many opportunities for teachers, and these are dealt with in a special article which appears on page 60.

HAPPY CHILDHOOD IN CANADA: YOUTHFUL IMMIGRANTS.

CHILDREN in Canada very soon learn to look after their own affairs, and, for that matter, to assist in looking after the affairs of the "grown-ups" that belong to them. On the farm labour is too scarce and expensive to allow them the nurse that, at Home, brushes our hair, buttons our boots, and generally assists us to face the world every morning till we are of an age to go to school. The Canadian child of five who at least was unable to put on its most essential garments would, in many cases, go garmentless. Most of them are able to take a great many of the smaller details of the household work off their mothers' hands; in fact, in some families children "run" the house while their mother takes a holiday. Occasions when the household falls on their hands are rather holiday ones for the children, for of course "school doesn't keep" in a case of that kind, and there is an interlude in the round of lessons.



CHILDREN ON MRS. CLOSE'S FARM IN NEW BRUNSWICK.

Perhaps this sounds rather an "all work and no play" sort of life, but this is not the case. They get plenty of play, and perhaps enjoy it more than the "lucky" kiddies who get nothing else. In the summer they are in the open air the long day through, and in or on the water the greater part of it. Usually they have a week or so in camp at the "berry patch," where all hands pick and eat wild raspberries from breakfast to supper time, and after supper make jam till they roll up in the blankets. At the end of the summer they are all as hard as the proverbial nails, while their sturdy little legs, which have been innocent of shoes or stockings for months, are as brown as any Indian's. After all, their lot is hardly harder, at any rate, than that of the average child at Home who has "Nursie" as a constant tyrant. Canadian children brought up in this way are as happy in every way as British children, and have perhaps a better chance of growing into healthy, self-reliant men and women able to make their own way in the world.

CHILD IMMIGRANTS.

The emigration of children to Canada is an important part of charitable work in the Mother Country to-day. With regard to the thousands of these, between seven and nine years of age, who have been sent to Canada by British Guardians and Societies, the Parliamentary Secretary to the Local Government Board, in a communication to Sir Wilfrid Laurier, the Prime Minister of Canada, has said: "I should like to say what very real pleasure it has given me to note the extraordinary kindness with which your people in Canada treat these children, and to say also how very much I appreciate the care with which your officers of the Department of the Interior keep an eye on them; nothing has given me such real pleasure during my three months at the Local Government Board as the reading of the reports."

Canada could take care of all the children in the various State homes and schools of the United Kingdom that are physically and mentally well, and continue to give them the treatment which so high an official of the British Government has been pleased to appreciate. It should be borne in mind that the immigration of children is only countenanced when they are properly trained; they must go out in charge of licensed institutions or persons, and must be medically examined; the children must not be defective or criminal; and proper reception houses or shelters must be provided for them in Canada. Most of such children are placed out on farms in Ontario and Quebec, and in some cases in New Brunswick, and nearly all of them have done well.

If a child is taken to Canada at the age of eight years, under the authority of the Local Government Board, it is entitled to eight annual departmental inspections. These provide an adequate guarantee that the children are being properly looked after.

WORKERS ON THE LAND.

In many instances boys, after completing their indentures, which usually cover terms of from one to three years, are re-engaged by their employers. At least 75 per cent. of these juvenile immigrants take to the land, and many former juvenile immigrants are now owners of farms or tenant farmers. It is but natural that some among the many young immigrants turn out to be unfitted for farm life and work, and take to other occupations. Some have shown a commendable ambition, and, by dint of thrift, have gone to college with the fruit of their own earnings to fit themselves for higher avocations.

Formerly children were not sent until of an age to go to a situation, or nearly so, but there appears to be a marked tendency now to take them younger. A recent report says:—"Very many of those whom we send to Canada are of tender years. These are emigrated not to go to situations, but for the purpose of being boarded out. We have found by experience that children of nine, eight, or even seven years, when thus placed out among Canadian families, become acclimatised more readily than if they were a year or two older. They learn the ways of the Dominion. They receive insensibly just the training they most need. They acquire a splendid education in the Canadian schools. As regards the best age for emigration, indeed, we believe 'the younger the better' to be the right answer."

Sir John Kirk, the great authority on philanthropic and charitable work in London—his labours in connection with the Ragged School Union and Fresh Air Fund are known to everyone—says: "As an advocate of emigration, and as one who has seen the benefits arising from the presence of English children in Canada, I would urge the necessity of sending the children over to Canada as soon as possible, because the sooner they get into the Canadian atmosphere the better it is for Canada and for them."

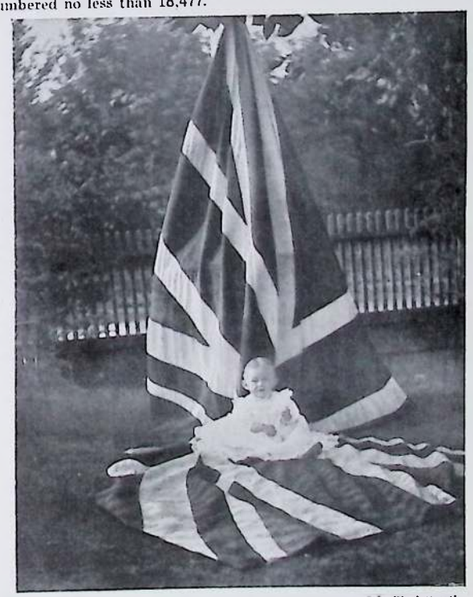
A CHILDREN'S FARM.

The plan of bringing up child emigrants in a farm home was devised by Mrs. H. G. Close, and put experimentally in operation in 1906 in New Brunswick. The essential idea is to take children out quite young and bring them up to live on the land. It combines two principles, which are already in successful operation—that of the cottage home and that of juvenile emigration; and it improves on both. The cottage home becomes a farm home, and the emigration takes place at an earlier age than is possible with other systems. The advantage of the first is that the children live in the country and are brought up on an actual working farm, so that they become thoroughly assimilated to practical agricultural life, in which they take part as they become old enough. The advantage of the second is that in like manner they are brought up in the atmosphere of the country which is to be their future home before they have formed other tastes and received other impressions.

Juvenile emigration has been carried on for about forty years by Dr. Barnardo's Homes. Altogether nearly 23,000 boys and girls have been sent out to Canada. Of these less than 2 per cent. have been failures. The high estimation in which these children are held in Canada is proved by the fact that the demand for them is more than ten times greater than the supply. Their success as immigrants is attributed partly to the good upbringing they have had in the Barnardo Homes, and partly to their early transportation to the Dominion, which permits them to grow up in that environment and adapt themselves to it.

Apart from the Boards of Guardians of Great Britain, who are empowered, under the Poor Law Amendment Act, to procure or assist in procuring the emigration of orphan or deserted children under sixteen years of age, the following societies are enumerated by Mr. G. Bogue Smart, the Inspector of British Immigrant Children and Receiving Homes, as having sent out parties of juvenile emigrants last year:—Dr. Barnardo's Homes, Quarrier's Homes, the Catholic Emigration Association, the Church of England Waifs' and Strays' Society, the Salvation Army Emigration Agency, the Children's Aid Society of London, and the Self-Help Emigration Society.

Altogether 2,422 children were emigrated to Canada last year; but the applications received, these coming chiefly from farmers, numbered no less than 18,477.



[Photo by] THE HOPE OF CANADA. [J. Oliver Smith.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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CANADIAN OPPORTUNITIES FOR BRITISH TEACHERS.

IMPORTANT ADVICE AND A FEW SUGGESTIONS.

IN view of the fact that the supply of teachers in the Old Country exceeds the demand, it is not a matter for wonder that many members of the profession should seek for other fields in which they can use the knowledge and experience in acquiring which they have spent the best years of their lives. The pre-eminence of Canada among the Overseas portions of the Empire naturally attracts the greatest amount of attention to that Dominion, and many teachers are turning their eyes towards that country in the hope of finding there the solution to the problem of earning a living in the work for which they are best equipped, and which should consequently obtain for them the highest remuneration. At the same time, while it is admitted that Canada requires large numbers of teachers, there are certain difficulties in the path of the immigrant teacher which appear to constitute a severe handicap. But these difficulties, viewed in the proper light, will be found to be somewhat magnified, and should not deter the able British male or female teachers from obtaining a position in keeping with his or her capabilities.

The following article has been prepared to show the openings which exist, to explain the regulations made by the various Provincial Governments, and to give some idea of the remuneration which teachers may expect.

OPENINGS FOR TEACHERS.

In the first place, as to the openings for teachers. The greatest demand comes from Alberta and Saskatchewan, which may be described as the Canadian prairie twins, having both come into existence as Provinces on the same day. These two Provinces are growing in population and importance, and developing, as regards industries, with a rapidity never before seen. The completion of the Grand Trunk Pacific and the Canadian Northern Railways through these Provinces, and also of many new branch lines, has brought into existence numerous new villages and towns, besides increasing the rate of growth of established centres. It is impossible to read the journals of the Prairie Provinces without seeing an announcement that schools are being established or enlarged. The rate of the growth of educational establishments may be seen from the official figures quoted below. In 1905 there were in Saskatchewan 896 school districts, in which there were 887 public schools and nine separate schools. (A public school is the Canadian parallel of an English Board or Council school, and a separate school is what would be described under the English Education Act as a non-provided or religious school.) In 1909 the school districts in the Province numbered 1,988, and the public schools 1,963, the separate schools 14, and the High Schools 11. In Alberta the school districts at the end of 1908 numbered 1,070, an increase of 168 during the year. By February 22, 1909, that number had increased to 1,093. The Deputy Minister of Education, Mr. D. S. Mackenzie, estimated the school population at the end of 1909 at 60,000, an increase of 10,000, compared with the children in the Province the end of the previous year. Where the population and school districts are increasing at such a rate as that indicated above, the demand of Alberta—as stated in an official pamphlet issued by the Government—for from 300 to 400 teachers a year can be understood. In the case of Saskatchewan it is on record that 600 school districts were without teachers during 1909, which means that, while buildings existed and children were needing education, no schools whatever were open in those particular neighbourhoods owing to the lack of teachers. Indeed, the Hon. J. A. Calder, Minister of Education in the Saskatchewan Cabinet, referred, in a speech recently delivered, to what he described as "the greatest question before the people of the Province, the lack of English-speaking teachers."

REGULATIONS CONCERNING QUALIFICATIONS.

The regulations concerning qualifications vary, as we have already indicated, in each Province. The Provinces of Prince Edward Island, New Brunswick, and Nova Scotia do not offer particular inducements, as the Governments all demand that teachers must hold certificates gained at training schools in the Province. This means passing through a course lasting from three to twelve months. In addition, the pay is small. The Province of Quebec does not offer any special facilities to British teachers, as most of the population is French, and salaries are low.

Appointments as teachers in Ontario are practically closed to any but those trained in the Province, the Government requiring all teachers, even in public schools, to hold a certificate of qualification from the Education Department. This can only be obtained by passing the prescribed examination, for which any British subject of good character is eligible. It is thus clear that non-Ontarian teachers must first qualify in the Normal Schools of the Province The salaries in Ontario for male teachers average $596, $458 being paid in rural schools, $800 in towns, and $1,157 in cities. The highest salary paid is $1,900. The average salary for females is $420. $379 being paid in rural schools, $406 in towns, and $592 in cities.

The best opportunities undoubtedly occur in the Prairie Provinces. In Manitoba, while all teachers must hold certificates from the Department of Education, the Government do not draw a hard and fast line as to the obtaining of such certificates in the Provincial training schools. Certificates obtained outside the Province may be recognised by the Advisory Board. Thus graduates of any university in the Empire outside Manitoba will, on the presentation of satisfactory documents, receive certificates of such class as the Advisory Board may deem them entitled to. British teachers who have not taken a university degree can be recognised by sending their certificates to the Advisory Board at Winnipeg, by whom standing will be granted, according to the merit of the certificate and the amount of training. All communications upon this subject should be sent to Mr. R. Fletcher, Secretary of the Advisory Board, Department of Education, Winnipeg. The salaries vary, the highest being $2,400. The average in cities and towns is $668, and in rural schools $521.

WHERE THE BEST OPPORTUNITIES OCCUR.

Persons trained as teachers outside Saskatchewan may be granted an interim certificate by the Department of Education, according to the certificates and diplomas they hold. In order to ascertain their standing, applicants for such a certificate should submit to the Department (a) the certificates which he or she holds; (b) an official statement that such certificates are valid and in force; (c) a certificate of moral character, dated within three months of the time of presentation; (d) a recent testimonial from the inspector under which he or she has taught. The general rule is that teachers holding certificates or parchments obtained since 1896 are granted licenses to teach. Before deciding to emigrate British teachers should communicate with the Deputy Commissioner, Department of Education, Regina, Sask. This is of the greatest importance. The salaries in the Province vary from $45 to $65 a month for junior departments, and from $60 to $125 for senior departments and principalships.

Practically the same regulations apply in Alberta. In this case applications should be made to Mr. D. S. Mackenzie, Deputy Minister of Education, Edmonton, Alta. Salaries in this Province are from $45 to $55 a month in junior departments, and from $60 to $133 per month for senior departments and principalships. In British Columbia, certificates obtained in the United Kingdom are of no value except as testimonials, and immigrant teachers must qualify at one of the Provincial Normal Schools. Salaries range from $50 a month in the rural schools to $150 a month in city and high schools.

HOW A TEACHER CAN "MAKE GOOD."

It should be remembered that the interim certificates granted to British teachers in Saskatchewan and Alberta, on the showing of their qualifications obtained in British colleges and schools, last only one year. The teacher has then to qualify at the Provincial Normal School for a second certificate. The course lasts about six months, and there are no fees. This is not the hardship it may appear, for the year's work will have given the teacher an insight into Canadian conditions and methods, and he will also have saved enough money to live upon during his six months of study. In Alberta, however, the teacher is regarded while possessing the interim certificate as being under probation. If he or she is doing satisfactory work a permanent certificate is issued instead of the interim. If, however, certain points of the teacher's work require improvement, the interim certificate is extended to enable the teacher fully to meet requirements. What is more, Canadian life offers so many opportunities that the immigrant teacher need not "stick to his last" until he has obtained the necessary certificates. He can turn his hand to anything that will provide money, and thus make easy the taking of a course at the normal school. It would thus be practicable for a male teacher to spend a few months on a farm, during which—having few expenses—he would be putting by his wages for use later on. He would also be improving his health and hardening his constitution, besides obtaining a useful experience which might lead to developments in other lines than that of teaching.

A CHANCE FOR FEMALE TEACHERS.

The female teacher will also find opportunities presented to her in the large demand for "lady-helps" throughout the West. In such a position she might possibly attend a normal school at the same time. Under these circumstances only can one experience the benefit of not being "rushed" into a position and of having time to look about and take the best chances.

This suggestion of taking up manual labour must not be thought *infra dig.* Possibly in the Old Country one would sacrifice social status by such a course, but in Canada this is by no means the case. There the majority are making their way literally by the sweat of their brow, and the highest respect is felt and shown for a man or woman who is not afraid to soil his or her hands in honest toil.

SALARIES AND COST OF LIVING.

The salaries, as we have shown, in the Prairie Provinces amount, on the average, in rural districts, to about $50 (£10) a month. The living in rural districts is cheap, amounting to about £3 a month. The teacher would in this case lodge with a farmer or local resident. In the towns the cost of living is from £4 to £6 a month, but the salaries are correspondingly higher. These figures compare favourably with the living and remuneration obtained in the Old Country. Among the other advantages in Canada are that the immigrant is growing up with a new country, in the prosperity and development of which he must participate, if he takes advantage of the openings which are sure to be presented. We have said enough of the growth of the schools in the Prairie Provinces to prove that there will in the future be many high appointments to be made by the Department of Education. It remains only for the British teacher to emulate the example of other immigrants, to grapple with and overcome difficulties, and to take his or her part—the most important of all, because on the education of the young Canadian in British ideals depends the future of the Dominion—in the consolidation of the Empire.

CANADA'S CLIMATE: Work That is Done in Winter.

CANADA has been maligned in many ways, but upon no point more than as regards her winter. There is a stubbornly held opinion in the Old Country—no old woman ever believed more strongly in any foolish superstition—that the Canadian winter is a season of wracking frost and blinding snow, of terrible blizzards and howling winds, during which the luckless inhabitants never quit their houses for months on end. The Briton, through the fault of the Christmas number artist—who loves to represent the lost rancher dying in the snow, or the miner snowed up in his shack, with some appropriately misleading lines to heighten the melodramatic effect or point a moral—is firmly convinced that the Canadian winter lasts for some nine months—from September until June. Moreover, the average Islander conceives that because the accompaniments of winter are unpleasant in Britain they must be considerably more so in Canada. In Britain one is not prepared for snow, and snowstorms consequently disorganise traffic and mails. Then there is the unpleasantness of the succeeding thaw, with its rain and slush. With these alternating bouts of cold and warm weather, the Britisher frequently experiences the miseries of three or four frosts or snowstorms, with their subsequent thaws, in the course of a single winter. Then, again, there are the clammy mists, the throat-burning fogs, and the cold rains, interspersed by days of muggy weather, all of which render it impossible to clothe oneself at any given moment to ensure full protection against all the kinds of weather that may be experienced.



CANADA'S EXHILARATING WINTER: A RIDE ROUND THE "MOUNTAIN," MONTREAL.

Not so in the Dominion. As a general rule, once the frost has warped the waters, and the first fall of snow—they call it the "beautiful" in Canada—has whitened the land, they have come to stay. Fur coats and rubbers are worn, wheels are removed and the vehicles placed on runners, and other necessary preparations made to enable business and traffic to be carried on as comfortably as in the summer. There is often a slight thaw in January, after which the weather hardens again until about the end of March, when the great thaw—the most unpleasant feature of the winter—is expected. But the Canadian is exempt in most parts of the Dominion from fogs and mists. The dry, cold air is as exhilarating as a glass of champagne, and the healthiness of the climate is proved by the fact that the average length of life in the Dominion is exceptional according to British ideas.

On several recent occasions Sir Wilfrid Laurier, Premier of the Dominion, has strongly defended the Canadian climate against its critics. "For my part," he said at Red Deer, in Alberta, during his Western tour, "I have no fault to find with the Canadian climate. Some few years ago Rudyard Kipling, the Imperial poet, referring to Canada as 'Our Lady of the Snows,' caused some critics to find fault with the title. I approve the appellation. The climate of Canada is the glory of Canada. It is the climate of Canada which makes No. 1 hard wheat. It is the climate of Canada which puts the bloom upon the cheeks of the better half of the audience before me. When I rise on a winter morning and see the smoke rising in the atmosphere 100ft. above the chimneys perpendicularly in the clear, cold, still air, I know what it is that makes our men strong and our women beautiful. This country has not been made by God for the effete, for the timorous, or the laggard, but the strong and willing will find labour rewarded as in no other part of the world." In an earlier speech at Toronto he said:—"The Canadian winter is the glory of Canada. I do not know anything so beautiful as a beautiful winter day: not, perhaps, such as you have in Toronto—you cannot have everything in Toronto—but like we have in Ottawa, in Montreal, or in Quebec, where the rays of the sun glisten upon the white carpet which extends as far as the eye can go towards the horizon. There is nothing quite so beautiful, unless it be a beautiful winter night when the bluest of all skies is studded with millions of gems never seen to such advantage in any other country."

Probably no one knows more about the Canadian climate than Mr. R. F. Stupart, F.R.S.C., F. R. A. S. C., the Director of the Dominion Meteorological Service, and he thoroughly agrees with the Premier's opinion. Interviewed by a representative of *Canada*, he declared: "The Canadian winter is not something we need be ashamed of; it is one of the assets of the country. Of course, Canada is such a big country that it has a great variety of climates. Let us begin at the West. On the coast-line of British Columbia and in Vancouver the climate is very similar to that of England. The mean temperature of the winter months at Victoria is identical with that of London, or, rather, Kew. On the Upper Pacific coast-line (*e.g.*, Vancouver Island) the rainfall is very great. At Victoria it is not, I think, any greater than in London, but across the Strait of Georgia, at Vancouver, it is a good deal more. About 60in. in the year is the amount of rainfall in the lower valley of the Fraser River. As you get farther and farther from the coast the winters become more severe and the rainfall becomes very much less. In the valleys of the interior, such as those of the Okanagan and Kootenay, the effect of the chinook (the warm wind blowing across the mountains) is very marked. Here there are rather cold winters and dry, hot summers, with a scant rainfall in places, making irrigation advisable. It is altogether a very lovely country, where, especially in the Okanagan Valley, the peaches and grapes will ripen in the open air.

"When you get across the mountains into Alberta the average winter is fairly cold, with an early spring, and the summer is quite warm, with hot days and cool nights, and a rainfall usually ample for the crops. Last year there was in Southern Alberta rather a

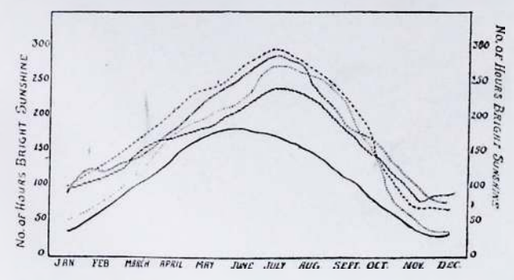
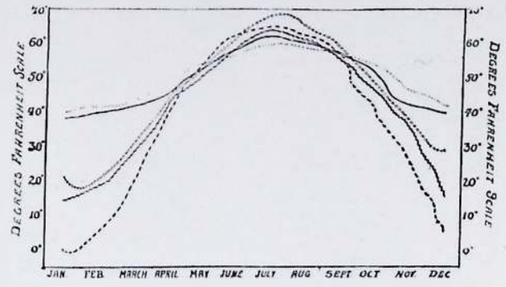


DIAGRAM SHOWING THE AVERAGE DURATION OF SUNSHINE IN EACH MONTH.

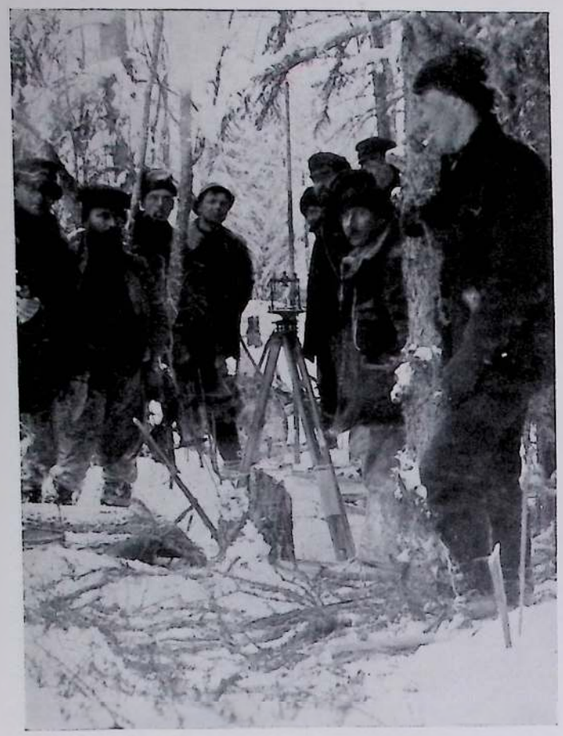


VICTORIA BC ..... WINNIPEG - - - -
TORONTO - - - - - - - - - - FREDERICTON ~~~~
ATYPICAL ENGLISH STATION ——

DIAGRAM SHOWING THE MEAN TEMPERATURE OF EACH MONTH.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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shortage of rain in the spring and early summer, and this adversely affected the crops. Conditions, however, were better in Northern Alberta and throughout the greater part of Saskatchewan. In Manitoba the winter is colder than it is in Alberta. It sets in gradually about November, and that month and January, February,



A PARTY OF RAILWAY SURVEYORS IN WINTER.

and March are pretty cold. In some winters there are very low dips in the temperature, but the air is dry, and, as a rule, the atmosphere is perfectly clear. People say they do not mind the extreme cold very much. That soon passes off, and spring opens in March and the snow disappears. As a rule, seeding begins about the end of April, and sometimes earlier. It began earlier in 1910, but it was a phenomenally early spring—I think the earliest spring in thirty years there.

"In Ontario we have really one of the finest climates that can be found on the face of the globe. There we can grow peaches and grapes and all sorts of fruits in the open. We have a lovely summer. The last summer was one of the most perfect one could wish for. In Ontario and in Canada generally, indeed, it was rather dry. We had a lot of rain up to the middle of June, and then a long period of bright sunshine and brilliant blue skies up to the end of July, with no rain. Afterwards we had several severe thunderstorms, when as much as an inch and an inch and a half of rain fell. The winter is by no means severe in the southern portions of Ontario, which are almost surrounded by the Great Lakes. That has a very great effect in modifying and moderating the temperature. There we do not have the extremely low temperature which they have at times in the northern parts of the Province. Up by Ottawa and in the St. Lawrence Valley the winters are somewhat more severe; but as the spring advances the vegetation there actually overtakes that of the south-west peninsula.

"In Quebec the summers are delightful, with not very much rain—just enough. They do not have snow until well on in November. Coming to the Maritime Provinces, they do not have a great deal of sleighing in Halifax and the southern parts of Nova Scotia and New Brunswick. The precipitation of rain-fall and snowfall is heavier than it is in Ontario, but the winters are not usually severe in the Maritime Provinces—nothing objectionable.

"When the young Englishman comes out to Canada you will see him going about without an overcoat all winter without experiencing any inconvenience; but the old-timer wears an overcoat as a rule."

WINTER WORK IN CANADA.

The fallacy that outside work is impossible in the Dominion during winter is easily disproved. Certain trades are, of course, not carried on. Building, for instance, is not possible, on account of the effect of frost upon the materials; but for the same reason building operations are often suspended in the Old Country. Farming work is restricted, but it must be remembered that it is to the deep covering of snow that the Canadian farm lands partly owe their fertility. Most railway work is also at a standstill, grading being stopped by frozen ground, but bridge-building and similar work is carried on under all conditions. Of course, in some parts of British Columbia, where the climate is much milder than in the East, various classes of work not possible in colder weather can be and are carried on.

Lumbering is, in the East, an almost entirely winter industry. The Eastern "lumber jack" relies upon the ice and snow to make the roads along which the logs are hauled to the riverside to await the spring thaw, when they are floated down the streams to the saw-mills. The axemen, swampers, and drivers work day after day in the snow-clad woods, "knocking-off" to eat their mid-day meal wherever their work has led them. They may be seen sitting on the logs they have felled, eating and smoking, regardless of the fact that the mercury in the thermometer is much below freezing-point.

Surveying—a delicate business with much handling of instruments—is possible, and the railway men and land surveyors work with their "squint-poles" during the day, and camp among the snow at night, for weeks on end.

Cattle and horses are frequently wintered in the open, provided sheltered spots are available for them in the case of heavy weather. Experiments carried on at the Government farms have proved that cattle kept in the open and judiciously fed are in better condition at the end of a winter than those coddled in a stable.

Freighting is carried on largely, the hard-packed snow making the loads run so easily on the sleighs that only comparatively small teams are required. In many cases mines distant from the railway wait until the winter for the shipment outward of ore and the importation of machinery, owing to the ease with which transportation can be carried on during the winter. Mining operations are also continued throughout the year.

The mails are carried to the far northern districts only in the depth of winter, the postman frequently travelling hundreds of miles with the letters, camping in a sheltered spot each night. The Royal North-West Mounted Police carry out patrols of three thousand miles in length in the most northerly portions of the Dominion by snowshoe and dog-train, while the trapper plies his calling only in the winter, when the fur of the animals is at its best.

As a further indication of the winter life in the Dominion, it should be remembered that the big game shooting season comes in the early winter. Then many hundreds of sportsmen—coming direct from city life, with all its comforts of warm houses and offices—spend a month in the woods, tramping all day after game and living, perhaps, in a tent or shack. These amateurs, although not hardened to the weather as would be expected of the lumber-man, the freighter, or the trapper, feel no inconvenience from the frost and snow, and do not regard their stay in the frost-bound woods as a hardship.



FREIGHTING SUPPLIES TO A RAILWAY CONSTRUCTION CAMP.

THE "LUMBERJACK'S" LIFE: THE WINTER'S WORK IN THE WOODS.

WITH the appearance in the vast Canadian forests of the autumn tints and the first cold snaps of the coming winter the lumbermen begin to turn their attention to making arrangements for their winter-long work in the woods. Agents sent to engage men capable of carrying out the different crafts needed in a lumber outfit—"sawyers," "swampers," "teamsters," "river-drivers," "chore boys," and cook—appear in the towns and villages near the big timber areas; huge orders for supplies of bacon, beans, flour, tea, and preserves are placed with the wholesale stores; and loads of axes, saws, and cant-hooks, are leaving hundreds of centres, both large and small, of the lumbering industry throughout the Dominion.



"RIVER DRIVING."

The "lumberjacks," as the men engaged in the camps are generally called, are drawn from the class of man who does whatever class of work is going at the moment. Thus, the teamster, who has been all summer driving a "slush-scraper" on a railway construction gang, goes into the woods in the winter to drive the teams which haul the logs along the "skidroads"; the "hired-man," or farm-help, engaged only for the summer, or perhaps merely during harvesting and threshing, turns his hands to such lumbering work as requires little special knowledge; the track-layer, employed on a railway "job," is useful in making "skid-roads" over which the heavy loads are hauled. From these branches of labour—each supplied by sturdy men of all nationalities—the lumber agent draws the majority of his crew. The "sawyers" are nearly always craftsmen who have made themselves especially proficient in their work, and who can command a larger rate of pay than that received by the less important hands. The wages in a camp run from $25 to $40 a month with food supplied. The manager and foremen of the gangs, and also the engineers—if any machines are used—receive more.

In various parts of the Dominion the conditions of lumbering are, to a small extent different. In the East, where trees are not so large as in British Columbia, and where the country is not so mountainous, the getting out of the logs is easier than in the Pacific Province. Still, the method of working is very much the same throughout the Dominion. When the timber in an area is to be cut the first business is to provide roads along which the logs can be hauled to a stream capable of carrying them to the river on which stands the sawmill. When the timber limit has been inspected by the foreman of the gang, roads are marked out in positions likely to tap the best belts of timber in the area. All these roads must be either down grade or on dead level, as it would be impossible for any team to drag the enormous loads piled upon the sleighs up even the slightest rise. In hilly country—for instance among the mountains in British Columbia—it requires all the ingenuity of the foreman to get his roads suitably graded. In planning out the roads to get the timber off a hillside, a start is made from the river bank. A main road is constructed, and right and left from the principal road feeders branch off to tap likely bunches of timber.

It should be remembered that in some cases these roads have to be made through primeval forests in which perhaps no white man has before set foot. First the brush is cleared, and then the trees which stand in the path. In British Columbia the hillsides rise in slopes and "benches," or as one might say, huge steps. On these benches the roads are made level, and in a different way from those that run down the slopes. The first axiom of the foreman is that his roads must be clear of timber and properly graded. Thus, at the bends on the hillsides, the roads are banked on the outer edge of the curve just like a motor or cycle track, so that the load of logs shall not fly out from behind the team and upset. All timber and brush is removed, and the surface, packed and stamped down, is as smooth as that of a well-made London street. When the first fall comes, the thick snow is shovelled off, and only a thin covering left on the road. Towards evening the roadway, now covered in snow, is sprinkled by a water-cart, and the heavy frosts of the night render the surface as hard as steel. These roads on the level are kept in this state of slipperyness throughout the winter, being patched with fresh snow and water if they show signs of wear. On the other hand, the roads that lead down the slopes are kept clear of even the slightest sprinkling of snow. A catastrophe would attend one of the loads overcoming the horses attached to it, and so the greatest care is taken to scrape away all the snow, and to cover the surface with fine dry sand.

This procedure obtains in the districts where the winter is cold. On the coast of British Columbia, where the snow is wet and the ground underneath soft, and where, also, the timber is of much less greater size, the logs are hauled along "skidroads," either by power supplied by donkey-engines or by teams of horses or oxen. The "skidroads" are made of logs, peeled of their bark to render them smooth and slippery, and sunk a little way into the earth to prevent them leaving their position when the huge logs are drawn over them.

Throughout the long iron-bound winter, when the frost warps the waters, and the fine Canadian snow turns the woods into a glittering fairyland, the lumberjacks toil unceasingly. Five o'clock in the morning, while yet the stars keep their radiance, sees them on their way through the gloomy woods with axe and saw. Throughout the long day the teams trot to and fro, now with a heaped load of logs behind them, now back with an empty sledge; axes gleam in the frosty air as they swing, and saws grate as they eat their way through trunk after trunk. Two men, the "sawyers," attack a huge Douglas fir towering a hundred feet above them. To obviate cutting through the rough and useless butt, a hole is gouged on either side of the trunk, a few feet from the ground, into which "spring-boards" are inserted. Standing on these supports, the axe-men notch the tree on the side on which it is to fall. Then the trunk is sawn through from the other side, wedges being inserted to prevent the weight of the tree pressing on the toothed steel band as it creeps into the heart of the trunk. Then, at the word "Stand from under!" the sawyers jump from their places, and the huge bulk shivers, canting to the side upon which it has been notched, and gathering momentum in its fall, crashes to earth, scattering the snow in flying showers. The sawyers saw the fallen giant into logs and "swampers" trim off the branches closely, leaving the bare trunks to be transported to the river. Smaller trees are felled in the same way as their bigger brethren.

At the riverside a busy scene holds the attention. Each load of logs, as it arrives, is measured, and a record kept of the number of feet of lumber to be obtained from it. The logs are then piled on the ice-covered water in readiness for the spring freshet, which is to sweep them away to the saw-mill. When the ice begins to break under the thaw, the river-drivers with their "cant-hooks" stand by to start the logs on their journey. These men follow one of the most dangerous crafts to be found the world over—a craft requiring



"STAND FROM UNDER!"

a quickness of eye and limb, and a fearlessness that only comes with long practice. Standing precariously on a floating log, the river-driver will point neighbouring logs down-stream, and then, springing to another, will repeat the work. A slip means a nasty fall and a wetting in the icy water at the least, while, looking on the black side, it may result in a crushed limb from being jammed between two moving logs, or perhaps death from drowning.

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CANADA'S MINERAL WEALTH: Typical Scenes in Mining Districts.



SACKING AND WEIGHING ORE AT COBALT, ONTARIO.



HYDRAULIC MINING AT ATLIN, BRITISH COLUMBIA.



IN THE BUFFALO MINE, COBALT



AN ASBESTOS MINE AT BLACK LAKE, QUEBEC.



A MARBLE QUARRY IN NEWCASTLE ISLAND, BRITISH COLUMBIA

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CANADA'S RESOURCES: The Work of the Conservation Commission.

IN January, 1910, an important step was taken in the direction of the conservation of the rich natural resources of Canada. This was the creation by the Government of a permanent Commission to collect and tabulate information, obtained by travel and investigation of the methods adopted in other countries, and to advise upon the work of Conservation in the Dominion. The personnel of the Commission includes some of the highest authorities upon various branches of scientific work in Canada, as well as important public men from every Province. The Chairman is the Hon. Clifford Sifton, formerly Dominion Minister of the Interior.

In his inaugural address to the Commission on the occasion of its first annual meeting, the Chairman said the natural resources might be grouped generally under a number of headings:—Minerals, fisheries, public health, inland waters, land, and forests. Taking the first of these, he stated that so far in the history of the country, the sole effort had been to secure the exploitation of the mineral wealth. There was no reason why such exploitation should be discouraged; but there was every reason why intelligent consideration should be given to the more economic use and production of minerals. Improvement in methods of production might mean scores of millions added to the available mineral wealth, and long-continued enjoyment of the results of mineral production. Improved methods of saving and separating minerals would result in great quantities of minerals being profitably used, which had hitherto been consigned to the refuse heap.

Referring to fisheries, the Chairman described this as being one of the greatest of the Dominion's resources, and the means of livelihood of a large and important branch of the population. No effort should be spared to promote its perpetuation and continuation.

Coming to the important question of public health, Mr. Sifton said that the physical strength of the people was the resource from which all others derived value. Extreme and scrupulous regard for the lives and health of the population might be taken as the best criterion of the degree of real civilisation and refinement to which a country had attained. It could not be said, he continued, that it had received too much attention, though the Provinces, the Dominion, and the municipalities had health laws and health administrations, all doing effective and useful work.

WATER SUPPLY AND WATER POWER.

As regarded waters, rainfall and snowfall were the sole sources of the supply of fresh water, the universally essential natural resource. Canada was exceptionally favoured in that there was no part of its great area which, under natural conditions, was entirely arid. It would be the fault of the nation if it became so, as it would, in some portions, unless preventive measures were taken in time. Enormous developments would take place in Canada during the next few years, and it should proceed on lines that would conserve, improve and increase the water supply rather than diminish it.

One of the greatest industrial developments of the time consisted in the utilisation of water by means of electrically transmitted power. The flowing waters of Canada were, apart from the soil, Canada's greatest and most valuable undeveloped natural resource. They were more valuable than all her minerals, because, properly conserved, they would never be exhausted; on the contrary, they could be increased. In great areas of Canada they were capable, when fully developed, of supplying the entire urban population with light, heat, and power, operating the tramways and railways, and abolishing the present methods with their extravagance, waste, and discomfort. The time when this dream would be realised need not be, and probably was not far distant.

Dealing with forests, Mr. Sifton said that when the Federal Government established a small Forestry Branch a few years ago, it was said there was not employed, at that time, in the Dominion of Canada a single educated forester. Since that time there had been progress. A number of skilled foresters were in the employ of the various Governments, and much careful and conscientious work was being done. Chairs of Forestry had been established, and many young men were qualifying themselves for scientific forestry. The Canadian Forestry Association, formed a few years ago, was constantly labouring to arouse public interest in the subject. Yet it must be said that, in regard to this, the greatest and most available field for the conservation of an important natural resource, the work was only beginning. The outstanding and important fact was that, in the last ten years, enlightened public opinion had clearly grasped the necessity for the conservation of the forests, and they could rely upon such public opinion being unanimous in support of all well-considered measures having that end in view. It was certain that the quantity of merchantable timber in Canada, outside of British Columbia, was much less than had been popularly supposed. It would be one of their first duties to thoroughly sift and supplement the present by available statistics and prepare a full and reliable statement.

Finally, dealing with land, Mr. Sifton said agriculture was the foundation of all real and enduring progress on the part of Canada. They were, in the practice of their best agriculturists, more fully abreast of most advanced nations in agriculture than they were in the treatment of any other branch of natural resources, but their advanced agriculturists were far too few in number. The development of scientific agriculture was being promoted among them by a large number of institutions supported by public and private funds. Experimental farms and agricultural colleges were rendering services of the highest value. The application of agricultural chemistry afforded a vast field for constructive effort.

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CANADA'S FOREST WEALTH: The Dominion's Lumber Output.

ONE of Canada's most valuable natural assets is its forest wealth. The importance of an abundant provision of timber cannot be over-estimated. Apart from its climatic influences, it is relied upon for the commonest and most useful purpose. It is, in fact, indispensable. In Canada itself, lumber is in general demand for construction work, fuel, fencing, laths, shingles, pulpwood, railroad ties, sleepers, and many other uses. Add to this the fact that the Dominion is increasingly looked to for the supply of not only the United States, but other markets, and it will be realised how large is the industry which has grown up and how great the demand which the Dominion's forests are called upon to meet. The returns of the Department of Trade and Commerce relating to exports of unmanufactured wood, indicate the growing demand there is for Canadian timber outside the Dominion, the value having increased from $29,815,834 in 1900, to $47,598,521 in 1910.

These factors have made the subject of the conservation of Canada's forest wealth a particularly pressing one, and it is to that, perhaps, more than any other, that the Conservation Commission is devoting its attention. Where the dense wide-stretching forests of Ontario once stood there are now instead well ordered farms. County after county has been cultivated, until a little patch of a few acres of bush is now counted as the most valuable portion of a farm. The



BIG TIMBER ON VANCOUVER ISLAND.

forests are gone. So, too, in Quebec, the magnificent forests of pine and hemlock are disappearing rapidly. For years timber was freely exported to the States in its rough state as being of little value. Lately that has been stopped, both because of the needs of Canada herself and also so that Canadian industries might be fostered. But steadily the consumption of Canadian timber has risen, until now it is realised that even Canada's supply of timber is comparatively limited, and will only last a short time when it is not only called upon to fill the increasing demand of the States, but is pressingly needed to supply the wants of its own rapidly increasing population. There remain for use only the virgin areas to the North of Ontario and Quebec, and to the West of the Rocky Mountains. The increase of the number of companies engaged in the lumber and pulp wood industry in Eastern Canada has enormously increased the yearly consumption of timber, while both the value of the limits held by the established companies, and the profits from their output, have risen correspondingly.

It is difficult to arrive at anything like an accurate estimate of Canada's forest area, owing to the fact that every new survey in the north lands brings to light new belts of timber of various degrees of marketable value. Mr. R. H. Campbell, the Dominion Superintendent of Forestry, has estimated the total area at 535 million acres, and Dr. Fernow, Professor of Forestry at Toronto University, the actual available area of merchantable timber at between 200 and 300 million acres.

The trees of the Canadian forest are varied. In Vancouver Island rise huge forests of Douglas fir intermixed with cedar, the giant trees of the west; on the Pacific slopes, Douglas fir, jack-pine, spruce, and cedar flourish—the cedars at the bottoms of valleys near the water-courses, and in swampy ground, the firs and spruce on the lower slopes, and the jack-pine, straight spars rising for sixty feet without a branch, and carrying the same girth all the way, in the higher altitudes. On the eastern slope of the Rockies, spruce, jack-pine, and a few stunted Douglas firs are to be cut. In most of north Saskatchewan, poplar predominates, and spruce is found in bluffs; and in Manitoba the same varieties afford employment to lumbermen. In the Eastern Provinces, the most valuable timber is the white pine, while the forests also yield yellow pine, spruce, tamarack, and hemlock, and of hard woods, the white, blue, and red varieties of the oak and also white ash. The white oak, which, owing to its weight in the green state, will not float, is rarely cut except when railway transportation is available. Pulp wood is obtained in large quantities in the East, trees of poor quality or of insufficient girth to make square timber or planks being used for this purpose.

The latest official statistics published by the Forestry branch of the Department of the Interior relating to the lumber cut of Canada are those, just issued, referring to 1909. They are based upon reports made by 2,085 operating mills. A number of small mills in Quebec have not reported, but their combined annual cut is only a very small percentage of the total. The following table shows the quantity of lumber cut, with per cent. of increase over the previous year, and distribution by Provinces:—

	Quantity M. feet B.M.		Value of Lumber.	Per cent. of Inc. or Dec. in Cut.	Per cent. Distribution of Cut.	
	1908.	1909.			1908.	1909.
Canada	3,348,176	3,814,942	$62,819,447	+13·9	100	100
Ontario	1,294,794	1,519,680	30,020,344	+17·3	38·7	39·8
British Columbia ...	647,977	790,601	11,374,989	+22·0	19·3	20·7
Quebec	690,137	638,582	9,489,386	- 7·5	20·6	16·7
New Brunswick ...	368,400	391,203	5,336,974	+26·8	9·2	10·3
Nova Scotia	216,225	273,551	3,273,177	+26·2	6·4	7·2
Saskatchewan	91,166	87,349	1,445,079	- 4·2	2·8	2·3
Manitoba	56,447	59,861	1,025,268	+ 6·0	0·7	1·6
Alberta	41,382	52,850	788,220	+27·7	1·3	1·4
Prince Edward Island ...	—	1,874	22,940	—	—	—

The total cut in Canada for 1909 was a little less than one-ninth of the lumber cut of the United States for 1908, and a little less than the lumber cut in Washington State in 1907. The per capita lumber production in Canada for 1909, however, was 468 board feet, or 27 per cent. greater than the per capita lumber production of the United States for 1908.

Ontario still maintained a good lead in its position as the first Province in point of lumber production. It held this position by virtue of its great annual cut of white pine, and by reason of its diversified forests, which give a small annual cut of almost every wood produced in Canada. British Columbia now holds second place—a position which, because of the rapid exploitation of the fir and cedar forests, it will probably maintain. The decrease in the cut in Quebec for 1909 was due mainly to a much lighter cut of white pine, red pine, and cedar. The other six Provinces held the same relative positions. Owing mainly to an increase in the cut of spruce and white pine, New Brunswick and Nova Scotia alike showed an increase in cut. A similar increase for Alberta, due to an increase in the cut of spruce, brought it close to Manitoba. Manitoba stood about the same, and, owing to a decrease in the cut of spruce, Saskatchewan showed a general decrease of 4.2 per cent.

Prince Edward Island had the distinction of having the smallest average cut per mill, about 72,000 feet per year; while British Columbia had the largest average cut per mill, 4,597,000 per year. The average price of lumber at the mill in 1909 was as follows in the several Provinces:—Nova Scotia, $11.95; Prince Edward Island, $12.24; New Brunswick, $13.64; Quebec, $14.85; Alberta, $15.11; British Columbia, $16.31; Saskatchewan, $16.58; Manitoba, $17.12; Ontario, $19.80.

Thus nearly one-third of the lumber cut in Canada is spruce, spruce and white pine together making up nearly three-fifths. The indications are, says the Department of Forestry, that the cut of white pine lumber has nearly reached its maximum. Within the past two or three years it has dropped from first place, a position it had always held in Canada's lumber cut. The following table gives the production of timber by species in 1909, the total value, and the average value per M feet, board measure:—

	M. Feet. B.M.	Total Value. $	Average per M. $
Spruce	1,124,940	16,365,720	14.55
White Pine	1,046,783	22,563,447	21.55
Douglas Fir	469,658	8,850,579	14.58
Hemlock	302,721	3,577,372	11.81
Cedar...	189,391	2,645,379	13.96
Red Pine	165,886	2,777,734	16.76
Balsam	91,065	1,170 810	12.85
Larch or Tamarack	68,720	1,027 344	14.95
Birch	53,016	990,393	18.68
Maple	42,072	799,102	19.00
Basswood	42,506	836,692	19.68
Elm	34,697	582,999	17.09
Jack Pine	27 819	404,586	14.58
Yellow Pine	26 975	345,710	12.82
Ash	17,144	315,367	18.40
Beech	15,036	216 052	14.36
Poplar	7,457	101,290	13.57
Oak	6,646	199,205	29.97
Hickory	835	22 100	26.47
Walnut...	51	2,440	47.84

Birch still maintains its place as first among Canadian hard woods. Soft woods comprised, in 1909, 94.3 per cent. of the total lumber cut in Canada; hard woods, and most of them of the less valuable species, made up the remaining 5.7 per cent. In 1908 the proportions in Canada and the United States were respectively 95.3 and 76.9 per cent. soft woods and 4.7 and 23.1 per cent. hard woods. Canada is dependent upon the United States for the greater part of her supplies of such valuable hard woods as oak, hickory, white wood (tulip or yellow poplar), chestnut, gum, walnut, cherry, and for all the hard pine which is so frequently used as a substitute for hard woods. In consequence, steps are being taken to encourage the production of hard woods in suitable localities in Canada.

Ontario produced in 1909 84.8 per cent. of the white pine, 53.6 of the hemlock, 92.5 of the red pine, 56.4 of the birch, 83.5 of the maple, 69.8 of the basswood, 95.5 of the elm, 47.1 of the jack pine, 51 of the ash, 54.7 of the beech, 41.8 of the poplar, 79.5 of the oak, 97.6 of the hickory, 94.1 of the walnut. British Columbia produced all the Douglas fir and yellow pine, and 74.4 per cent. of the cedar, 65.5 of the tamarac. Quebec produced 31.8 per cent. of the spruce and 76.6 of the balsam.

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CANADA'S MINERAL WEALTH: $1,116,932,342 PRODUCED IN TWENTY-FOUR YEARS.

CANADA, with its annual output now reaching a value of nearly $100,000,000, is among the principal mineral-producing countries of the world. The greatest development of the Dominion's mineral resources has taken place during the last decade, during which the output has risen from $49,234,065, in 1899, to $90,415,763, thus being nearly doubled.

The following table shows the growth of the industry in the cases of the principal products of the Dominion during the latest three years for which official figures are available:—

	1909.	1908.	1907.
	$	$	$
Copper	7,015,213	8,413,876	11,398,120
Gold	9,790,000	9,842,105	8,382,780
Pig-iron, Canadian ore	2,222,215	1,664,302	1,982,307
Iron ore	61,965	—	45,907
Lead	1,959,488	1,814,221	2,642,086
Nickel	9,461,877	8,231,538	9 535,407
Silver	14,358,310	11,686,239	8,348,059
Zinc ore	250,000	3,215	49,100
Asbestos	2,234,587	2,484,767	2,555,301
Coal	24,431,351	25,194,573	24,381,842
Gypsum	667,816	575,701	646,914
Petroleum	559,604	747,102	1,057,088
Natural Gas	1,205,943	1,012,660	815,032
Pyrites	106,312	224 824	212,491
Salt	415,219	378,798	342,315
Cement, Portland	5,266,008	3,709,139	3,777,328
Brick	4,200,000	3,677,426	4,409,888
Sewer pipe, fireclay, tile, &c.	1,300,600	1,203,978	1,402,229
Lime	1,049,473	712,947	974,595

The enormous growth of the mining industries of Canada may be seen from the following table, which is taken from official sources:—

	$		$
1886	10,221,255	1898	38,412,431
1887	10,321,331	1899	49,234,005
1888	12,518,894	1900	61,420,983
1889	14,013,113	1901	65,804,611
1890	16,703,353	1902	63,211,634
1891	18,970,616	1903	61,740,513
1892	16,623,415	1904	60,073,897
1893	20,035,082	1905	69,525,170
1894	19,931,158	1906	79,057,308
1895	20,505,917	1907	86,865,202
1896	22,474,256	1908	85,927,802
1897	28,485,023	1909	90,415,763*

In all, a total of $1,116,932,342 in twenty-four years.

Unfortunately, the figures of the previous years are not obtainable, but it may be stated that practically the only output was that of gold from British Columbia, shipments of which were made continuously since 1858, and of small quantities of coal from the same Province and from Nova Scotia.

The last ten years shown in the table indicate unprecedented development in all branches of mining endeavour. From small beginnings the iron and steel industries of Nova Scotia and Ontario have now become of considerable importance, there being now in operation in the latter Province seven well-equipped modern smelting plants, in most cases employing secondary metallurgical processes. The progress of coal mining has been even more remarkable, chiefly in consequence of the development of the Alberta and British Columbia fields, where over a hundred collieries are at present producing coal. The asbestos industry in the Province of Quebec has been established on a firm footing, and its annual production now represents between 75 and 80 per cent. of the world's consumption. The nickel industry of Ontario, employing nearly 4,000 men, and contributing 70 per cent. of the world's requirements, has been brought to occupy a position of pre-eminent importance, while as a result of operations in the Cobalt district, Canada now ranks third among the silver-producing countries in the world.

At the close of the late decadal period the mining industry is found to have emerged from a condition of incipiency and incertitude to one of maturity and stability, well ordered and well organised. Initial difficulties and disabilities have to a large degree been surmounted or have disappeared. Costs have been very materially reduced by the improvement of methods, the cheapening of transport, and the electrification utilisation of water powers; while the steady increase of population warrants the belief that the time is not far distant when the demands of a home market will justify the establishment of refineries and manufactories in the country itself. A beginning in this direction has already been made.

In order that the growth of this great industry may be more accurately seen and the opportunities for investment which it affords made clearer, information concerning the individual development of the production of each metal or deposits in the various Provinces is here given.

BRITISH COLUMBIA.

Pride of place in the case of mining production is taken by British Columbia, which had produced to the end of 1909 in all $347,820,584 worth of minerals, under the following principal headings:—

	$
Placer gold	70,673,103
Lode gold	55,277,057
Silver	29,856,586
Lead	23,259,255
Copper	55,871,893
Coal and coke	102,901,261
Building stone, bricks, &c.	9,093,100
Other metals	899,699

The value of the total production of all minerals in 1910 is officially estimated at $26,185,000, this aggregate comparing with $24,443,025 in 1909, $23,851,277 in 1908, and $25,882,560 in 1907. How remarkable is the progress made by the Province is shown by the fact that the total production for 1890 was only $2,608,803, whilst even in the height of the mining boom in the latter part of the nineteenth century (1900) the output only reached $16,344,751. In 1901 the figure of $20,086,780 was reached, and, after a setback in 1902 and 1903, rapid progress was again made, with the result that $25,882,560 of minerals was produced in 1907. The estimated gold output for 1910 is $5,680,000, which compares with $5,401,090 in 1909 and $4,883,020 in 1907. Silver is expected to reach $1,282,500, against $1,239,270 in 1909. The most satisfactory item in the report is the remarkable increase in the production of coal, which is estimated at $9,800,000, which contrasts with $7,022,666 in 1909, $5,872,472 in 1908, and $6,300,235 in 1907. Lead, at $1,480,000, compares with $1,709,259 in the previous year. Adding the present estimate to the total production for all years up to and including 1909, there is a grand aggregate yield of minerals by British Columbia of no less than $374,005,584.

* The output for 1910 is not included, as it cannot yet be estimated.

Attention was first attracted to British Columbia in 1851 by a gold discovery on Moresby Island, where £20,000 worth of ore was taken from one pocket alone. In 1855 a small find was made on Vancouver Island, and three years later alluvial or "placer" gold was found in the bars of the lower Fraser River. The output at the end of that year amounted to $705,000. The hardy prospectors who followed the great river up its course struck, in 1860 and 1861, the rich "placers" of the Cariboo district, which have yielded gold to the value of $50,000,000. The news of these rich finds attracted a rush of gold-seekers from all parts of the world, including the failing goldfields of California, and from the early sixties dates the opening up and settlement of the Pacific Province. The principal discoveries in the Cariboo district were in the neighbourhood of Williams Creek and Lightning Creek, from the former of which $7,000,000 worth of gold was taken before the strike "petered out." Within the first ten years of the industry $33,000,000 worth of "placer" gold was shipped, the greatest production in one year being $4,000,000, which total was recorded in 1863.

As has been the history of all placer-mining camps, a few years saw all the more accessible gold skimmed from the deposits, and the workings became too deep for the ordinary methods. In 187- the Cassiar gold field was discovered, and in the first year of its existence the output was $1,000,000. The production fell off afterwards, but between 1873 and 1882 some $4,500,000 worth of gold dust was shipped. The Cassiar district is one of the most inaccessible of the Province, lying in the far north. The placer output dropped until, in 1898, the annual production was but a little over $500,000. In 1899, the industry was revived by the discovery of new fields in Atlin, a northern continuation of the Cariboo fields, and a connecting link between those famous early camps and the Yukon, thus indicating a flow of gold-bearing wash from the north-western to the south-eastern corner of the Province. About this time, too, the introduction of machinery and water-power began to replace the laborious earlier methods; transportation became easier, and companies were formed to develop the fields left by the individual miner on account of the difficulty of working.

The lode mines of the Province—obviously on account of the greater difficulties in working—were practically neglected for many years, and it was not until 1893 that the value of the production rose to $300,000, since when a steady increase has been made. By 1901 the output had reached $13,683,044, and the continuation of average shipments of about $4,500,000 yearly has given good ground for faith in the mines.

The coal mines of the Province, the value of the output of which now leads the mining returns, have been rapidly developed of recent years. Although coal deposits were known in 1835, the coal output did not exceed 100,000 tons per annum until 1875. Since that date, however, it has gradually increased until, in 1902, about 1,400,000 tons of coal and 128,000 tons of coke, and in 1909 2,006,476 tons of coal ($7,022,666), and 258,703 tons of coke ($1,552,218) were produced. The estimated production for 1910 is valued at $9,800,000. The Coast collieries produced, to the end of 1909, 20,000,000 tons of coal, and during the past nine years of the present century the Crow's Nest Pass collieries have been greatly developed, the output in 1909 being 923,429 tons of coal and 245,017 tons of coke. Although the working collieries of the Province are at present confined to two or three districts, the distribution of coal seems general, and it only needs the development of railway facilities to tap many rich fields.

In addition to the above-mentioned minerals, the production of the Province includes silver, lead, copper, and zinc. The principal silver-lead mines exist in the Kootenay district, and these, first worked in the eighties, produced, to the end of 1909, $29,850,586 worth of silver and $23,259,255 worth of lead. In 1910 the estimated production was $1,282,500 and $1,480,000 respectively. The copper production of the Province to the end of 1909—chiefly from the mines in the Boundary, Rossland, Cassiar, Yale-Kamloops, and Nelson districts—amounted in value to $55,871,893. The output in 1909 was 45,597,245 lbs., valued at $5,918,522, a decrease of 1,667,369 lbs. and $321,72- compared with 1908. A further decrease took place during 1910, for which year the output is estimated at 39,000,000 lbs., valued at $4,972,500.

The iron ore output, as yet undeveloped, amounts to about 2,000 tons yearly.

The zinc output is small, but is being developed. The 1910 output was valued at $185,000, this being the first year this mineral has been recorded separately. The building stone, marble, cement, drain-pipe, and fire-clay deposits are being worked fairly extensively.

ONTARIO.

The total production of minerals in Ontario amounted in 1909 to $32,981,375, as compared with $25,219,609 in 1909, $25,019,375 in 1907 and $22,388,385 in 1906. The enormous increase—28 per cent.—between the years 1908 and 1909 is worthy of notice as being the highest on record. The following statement shows the various products and their value in 1909 and 1908:—

	1909.	1908.
	$	$
Gold	35,345	63,337
Silver	12,464,722	9,125,903
Cobalt	94,013	110,166
Nickel	2,790,798	1,866,059
Copper	1,127.015	1,071,140
Iron ore	603,102	537,379
Pig-iron	6,301,523	4,390,889
Portland cement	2,897,378	2,417,709
Natural gas	1,468 723	969,160
Bricks and tiles	2,049,632	2,600,000
Lime	397,312	375,050
Petroleum	559,478	703,773
Salt	389,573	488.330
Stone	404,059	475,000

In this Province, which has done the greatest part towards making Canada the third largest silver-producing country in the world, the Cobalt silver mines demand priority of attention. No mining camp has been so rapidly developed, has sustained and increased its shipments so systematically, or has ever held out higher hopes to its investors than has this wonderful district in Central Ontario. Discovered by a blacksmith who was working on the surveying of a railway in 1903, the first shipments were made in 1904, and amounted to the insignificant value of $111,887. In the next year the output had been multiplied ten times, and the estimated shipments in 1910 are more than eleven times the output of six years ago. The following table shows the enormous strides this camp has made:—

	Tonnage Shipped.	Ounces Silver.	Value $
1904	168	206,575	111,887
1905	2,144	2,451,256	1,360,503
1906	5,335	5,401,766	3,067,551
1907	14 788	10,023,311	6,155,341
1908	25,024	19,437,875	9,133,378
1909	29,942	25,897,825	12,461,576
1910 (estimated)	33,500	28,000,000	14,840,000

It is worthy of note that in 1907 alone nearly four hundred companies were formed to operate in the camp. Most of these were, of course, the wildest speculations, and their unstability is shown by the utter failure of all but a very few. To the shareholders of those concerns which have rich properties and have been well managed, Cobalt has proved an ever-increasing source of income, as the following table of dividends paid will prove:—

Mine.	Dividends in 1909.	Dividends in 1910.	Rate p.c.	Total Dividends.
	$	$		$
Buffalo	288,000	400,000	105	1,314,000.00
Cobalt Central	188,460	—	4	188,460.00
City of Cobalt	91,829	—	23	139,376.50
Conlagas	300,000	240,000	35	1,400,000.00
Crown Reserve	1,255,857	1,320,610	150	2,653,221.00
Foster	—	—	6	45,000.00
Kerr Lake	750,000	1,200,000	91	2,730,000.00
La Rose	1,057,728	750,000	29	2,079,185.00
McKinley-Darragh	224,693	673,479	49	1,144,914.30
Nipissing	1,350,000	2,550,000	99	5,940,000.00
Right-of-Way	181,821	134,840	75	495,256.70
Silver Queen	—	—	10	315,000.00
Temiskaming	200,000	275,000	32	781,156.25
Trethewey	244,545	189 090	68	951,088.90
T. and H. B.	185,901	162,981	17,200	1,334,882.25
Haileybury Silver	—	—	50	25,000.00
O'Brien	—	400,000	—	2,000,000.00
*Drummond (estimated)	—	—	—	500,000.00
La Rose (when privately owned)	—	—	—	1,204,320.00
Nipissing (when privately owned)	—	—	—	400,000.00
	6,516,803	8,302,000	—	25,342,355.75

* Close corporation.

The nickel industry carried on at Sudbury is one of the most important of the Province. The output for 1910 is estimated by Mr. T. W. Gibson, Deputy Minister of Mines, at 18,000 tons. Ten years ago the production was only 3,450, and in 1907 the production was 10,602 tons, and in 1908 10,175 tons. Copper is found in conjunction with nickel, but the product is much less, being 7,005 tons in 1907, valued at $1,020,915, as compared with a production of 7,561 in 1908, valued at $1,071,140.

The gold production is at present small, and until the end of 1909 was confined to the Laurentian mine in the Manitou Lake region. The amount of bullion produced in 1909 was 2,042 ozs., the smallest reported since 1894. The total production to the end of 1909 was valued at nearly $3,000,000. In 1910 the Porcupine discoveries were made to the north of Cobalt, and are expected to turn out a valuable camp. Mr. Gibson, in his report upon mining for 1909, says that "if the veins prove to be rich at a depth the Porcupine gold camp may be the legitimate successor of Cobalt." Up to the present, only a few shipments have been made, and the full figures for the year are not available. The assays are, however, very encouraging, and a value of $108 per ton has been shown in some cases, while in others a return of $202 per ton—presumably from picked ore—has been made.

In iron ore production Ontario leads the Dominion, the output in 1909, as returned by the Dominion Department of Mines, being 407,012 tons, valued at $6,002,441. Furnaces of large capacity exist at Hamilton, Sault Ste. Marie, and Atikokan, and smaller ones at Deseronto and Port Arthur. The districts in which the ore is found are at Moose Mountain, north of Sudbury, at Michipicoten, at Atikokan, and at various points in Eastern Ontario.

NOVA SCOTIA.

The mineral outputs of Nova Scotia showed in many cases increases, as compared with those of 1909. The coal output amounted in value to $17,000,000, as against $14,200,000 in 1909, and coke to $1,960,000, against $2,000,000. The pig iron manufactured was valued at $5,725,000, as compared with $1,100,000 in 1909; steel ingots at $9,270,000, as against $4,250,000; and steel rails, rods, etc., to $9,000,000, as compared with $9,500,000. Stone, gypsum, and building materials were valued at $1,060,000, as against $750,000 in 1909; and gold to $199,000, compared with $250,000.

Coal is the principal mineral output of the Province, besides being the oldest mining industry in the Dominion. The first recorded sales were made as long ago as 1785, when 1,668 tons were shipped. The output has increased gradually from that date until the sales increased to 4,615,715 in 1909. The greatest increases are found in the last thirty years, the sales for the ten years ending 1890 being 15,910,156 tons, against 7,517,450 for the preceding ten. The sales from 1891 to 1900 were 20,552,526 tons, and from 1901 to 1909, 40,001,504 tons. The coke manufactured in 1909 amounted in value to $1,658,151.

Most of the iron ore smelted at Sydney is imported, chiefly from Newfoundland; but in 1909 ore was mined in the Province at Torbrook, although only in the course of development work, and the 12,000 tons extracted was not shipped or treated.

The gold production is small, amounting to 12,597 oz. from 50,058 tons of ore mined and crushed in 1909. The value of the bullion was $259,353. This is a slight increase over the output of the preceding year. Nineteen companies are operating. The total gold production of the Province from 1862 to 1909 is valued at $16,902,605.

Development work is being carried on in connection with copper and silver-lead deposits. During 1900, 22,000,000 bricks and 500,000 ft. of drain-pipe were made at various points.

QUEBEC.

The principal mineral product of Quebec Province is asbestos, which is found in the Eastern Townships at Thetford and Black Lake. The Canadian production supplies nearly all of the asbestos required by the world, as the following table shows, the figures being in metric tons:—

	1902.	1903.	1904.	1905.	1906.	1907.	1908.
Canada	27,414	28,240	32,306	45,967	55,122	56,364	60,372
United States	912	805	1,342	2,829	1,538	592	840
Russia	4,507	5,624	7,502	7,266	9,201	9,356	*
South Africa	41	276	373	454	473	548	1,005
Cyprus	...	...	...	...	19	89	*

* Figures not available.

The asbestos is of the best quality. Mining operations began on a small scale in 1878, but the industry has developed rapidly. The output for 1909 was about the same as that of 1908, and the total value to the end of 1908 is recorded as $20,929,186.

In addition, iron ore is found in the Province, but the output is at present small, only 4,770 tons, valued at $125,625, being produced in 1909. Copper is found, and the output in 1908 amounted to 1,282,024 tons, valued at $169,330, as against 1,517,990 lb. in 1907, valued at $303,659. Gold was formerly mined, but there has been no production since 1906.

ALBERTA.

The principal mineral of Alberta is coal, which is found chiefly in the Rockies, but also on the prairies, notably at Lethbridge and in the neighbourhood of Edmonton. The output in 1908 was 1,685,661 tons, valued at $4,127,311, as compared with $1,591,579 in 1907, valued at $3,856,286. The output has risen rapidly of recent years, the production in 1900 having been only 311,450 tons, valued at $778,625. Of the 1908 output, 96 per cent. was consumed in Canada.

A little gold mining is done on the banks of the Saskatchewan at Edmonton, but of recent years the output has been nominal. In 1908, 50 oz., valued at $1,037, and in 1907, 33 oz., valued at $675, was produced, and purchased by the local banks. In the nineties, however, the production was valued in some years—notably, 1895-6-7—at about $50,000.

Much natural gas is found in Alberta, and the city of Medicine Hat is lighted entirely with it.

SASKATCHEWAN.

Coal is produced, mainly for domestic uses. The total output in 1908 was 150,556 tons, valued at $255,790. The industry has developed largely within the last few years.

NEW BRUNSWICK.

A small amount of coal is produced in the Province, all in Queen's County. The production amounted to 60,000 tons in 1908, valued at $135,000, as compared with 54,584 tons in 1907, valued at $77,814. The total production since 1887 is valued at $654,175.

THE YUKON.

The Yukon first became generally known for its gold wealth in 1896, when the phenomenal riches of Bonanza Creek drew a stream of adventurers from all parts of the world. As early as 1886, however, gold was washed on the Stewart river, the miners earning, it is estimated, $100 per day each, while Fortymile Creek was also known, and it is estimated that $220,000 worth of gold was taken from these diggings. The highest point of gold production was reached in 1900, when the output reached $22,275,000, but the output gradually declined, until in 1907 it only reached $3,150,000. From 1896 to 1907, however, the total production was valued at $122,951,000. In 1908 the production rose a little, the value of the ore shipped being $3,600,000; and again in 1909 an increase was recorded, $3,960,000 worth being sent out. More scientific methods of mining are now being employed.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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CANADA'S FISHING INDUSTRY: A Record Year.

THE territorial fishing grounds of Canada constitute the most extensive and abundantly stocked commercial fishing waters in the world. They extend from the Bay of Fundy to the Strait of Belle Isle on the Atlantic coast, and from the Fraser River to Prince Rupert on the Pacific. In addition to these sea areas there are about 250,000 square miles of fresh water in the interior.

The deep sea fishermen of the Atlantic coast who net cod, haddock, hake, pollock, and halibut, work in vessels of from 40 to 100 tons. These boats carry crews of between 12 and 20 men. Only the halibut are carried home fresh, all the rest being split and salted at sea ready for drying. The fishing grounds worked by these vessels are the numerous banks which lie from 15 to 80 miles off the Canadian coast, and the banks situated all over the Gulf of St. Lawrence.

The in-shore fishery is carried on in smaller vessels with crews of from four to seven men, and also in boats manned by two or three



A FISH-CURING STATION IN NOVA SCOTIA.

men. Their catch of commercial food fishes includes cod, hake, haddock, pollock, halibut, herring, mackerel, alewives, smelt, flounders, swordfish, sardine, salmon, and lobsters and oysters. On the Pacific coast salmon is predominant, but halibut and herring are very abundant. Large steamers and sailing vessels carry on the work of the halibut fishery, while the salmon and herring industry is worked in small boats. The inland lakes on the Pacific side produce whitefish, trout, pickerel, pike, sturgeon, fresh-water herring, and several less important kinds. Steam tugs and small boats are used on the lakes.

The fish and fish products taken by Canadian fishermen during the year 1909-10, according to the annual report of the Fisheries Branch, constitute a record in point of value, being the highest yet reached during any one year in the history of the Canadian fisheries. The amount realised was $29,629,169, $4,178,084 ahead of the figures of 1908-9, and $149,607 better than those of 1905, which formerly held the record. This result was obtained by a fishing fleet of 1,723 vessels, steamers and tugs (five of which were engaged in fur sealing), and 41,170 boats, the whole being manned by 68,663 men. The sail-boats formerly used in the shore fishery are being speedily displaced by motor boats.

From the following table, which shows the value of the fisheries of each Province in their respective order of rank, it will be observed that the great increase in value is due to the Western Provinces, British Columbia alone contributing nearly four millions of the increase. With the exception of Nova Scotia, all the Eastern Provinces have fallen below the previous year's level; which again was below that of the year preceding it:—

Provinces.	Value of Fish. $ c.		Increase or Decrease. $ c.	
British Columbia	10,314,755 50	.....	3,849,717 50	Inc.
Nova Scotia	8,091,111 56	.....	71,272 63	Inc.
New Brunswick	4,076,315 26	.....	77,982 00	Dec.
*Ontario	2,177,813 00	.....	77,733 37	Inc.
Quebec	1,808,436 65	.....	73,350 35	Dec.
Prince Edward Island ...	1,197,556 59	.....	181,067 56	Dec.
Manitoba	1,003,385 00	.....	402,080 00	Inc.
Saskatchewan	173,580 00	.....	20,795 00	Inc.
Alberta...	82,562 20	.....	33,310 20	Inc.
Yukon Territory	113,653 93	.....	54,698 93	Inc.
Total	29,629,169 68	.....	4,510,512 63	Inc.
			332,429 91	Dec.
Net Increase			4,178,082 72	

* Estimated.

The relative values of the commercial fishes returning $100,000 and upwards for the year 1909-10 are shown in the next table in their order of rank. The amount of increase or decrease, when compared with the returns of 1908-9, is also shown. It will be noted that the increase in the value of salmon makes up the bulk of the total increase of all kinds. The value of cod has also been enhanced by an increase in the price per cwt. A considerable drop in the value of lobsters is shown, and the erratic movements of the mackerel are once more demonstrated by a large falling off in the total value. "This fishery," remarks Mr. Desbarats, the Deputy Minister, "seems to make little or no advance." The value of halibut continues to advance, and the total value of oysters has risen above that of the previous year.

"In spite of the present increase, however, the oyster industry," says the Deputy Minister, "seems to be a stagnant one. In looking back over the records of the last twenty years it will be found that, for instance, in 1891, the total output of oysters was 61,052 barrels, valued at $183,486. Ten years later it was 41,920 barrels, valued at $167,680, while in the year under review it is 38,535 barrels, valued at $251,904. This should be one of the booming branches of the fishing industry."

Kinds of Fish.	Value. $		Increase or Decrease. $	
Salmon	8,204,524	.....	3,390,274	Inc.
Cod	3,012,806	.....	551,397	Inc.
Lobster	3,057,146	.....	543,133	Dec.
Herring	2,754,751	.....	282,788	Inc.
Halibut	1,240,486	.....	195,170	Inc.
Whitefish	1,000,126	.....	180,500	Inc.
Mackerel	948,071	.....	388,739	Dec.
Smelts	808,842	.....	389,310	Inc.
Haddock	820,553	.....	112,753	Inc.
Pickerel	685,403	.....	183,417	Inc.
Trout	621,123	.....	45,199	Dec.
Sardines	551,294	.....	123,514	Dec.
Hake	367,439	.....	129,229	Dec.
Pike	350,356	.....	65,169	Inc.
Clams, quahuags ...	341,078	.....	28,847	Inc.
Pollock	325,533	.....	12,480	Dec.
Oysters	251,004	.....	46,824	Inc.
Eels	100,115	.....	7,886	Dec.
Alewives	100,080	.....	20,420	Dec.

SALMON CANNING IN BRITISH COLUMBIA.

The industry of salmon fishing and canning, besides forming one of the principal sources of income in British Columbia, provides one of the most important departments of the Dominion's fishing industry. The chief market for Canadian canned salmon is Great Britain, but increasingly large quantities of the canned fish are being bought by Australia, New Zealand, and South Africa. In addition, the enormous development of the Dominion itself calls for increased supplies of tinned fish, the salmon of British Columbia being considered great delicacies by the lumbermen in the eastern and northern woods, as well as by the hands on the railway construction camps in the interior of the country.

Canning operations first began in a small way on the Fraser River in the early "sixties." Now there are over ninety canneries and wharves operated on the coast, and 8,689 persons are employed in the canneries alone. The main operations are on the Fraser and Skeena Rivers. Rivers Inlet and Naas River, each, excepting the last, separated from the others by from two hundred and fifty to three hundred miles. At Lowe Inlet, Namu, Alert Bay, and at Clayoquot, on the west coast of Vancouver Island, canneries have long been in operation, but the principal centre is the Fraser River.

The different kinds of salmon packed include sockeyes, red springs, white springs, chums, pinks, cohoes, and steelheads. On being received the fish are at once put into the process of canning. They are first cleaned, chiefly by Indian women and Chinese, who open and wash them in a bath of fresh water. They are then passed on to another bath of flowing fresh water, scrubbed with coarse brushes, and once again plunged into fresh flowing water, where they receive a third scouring. From this point all is done by machinery. The salmon are cut up into sizes to fit the various cans, pressed into the cans, and weighed. The lid is then put on, soldered, and passed through water to ascertain that there are no leakages. After the first cooking the cans are punctured to let the gases escape, re-soldered again, tested for leaks, and finally cooked. It is a rare occasion that a fish is not in its tin, cooked, and ready for labelling, in ten hours from the time it was swimming in the sea. Scrupulous cleanliness is one of the most important points to be observed in a cannery. The blood and offal from a fish is cleared away by the waters of the river, which always run beneath that part of the factory where the cleaning process is performed. In addition, there is a regulation that no day's work is considered concluded until the whole factory, from cleaning house to machine room, is thoroughly



IN A BRITISH COLUMBIA SALMON CANNERY.

cleansed by the application of fresh water until the floors and tables are perfectly clean.

The total salmon pack in the Fraser River district for the year 1910, according to a statement issued by the Canners' Association for the Province of British Columbia, was 223,148 cases. This is naturally considerably below the salmon pack in the large fourth year runs, but is a fairly good average for an off year. The total pack for British Columbia during the 1910 season was 762,201 cases. The total pack of the year for the Skeena River District was 222,055 cases; Rivers Inlet District, 129,398 cases; Naas River District, 39,720 cases; outlying districts, 147,900 cases.

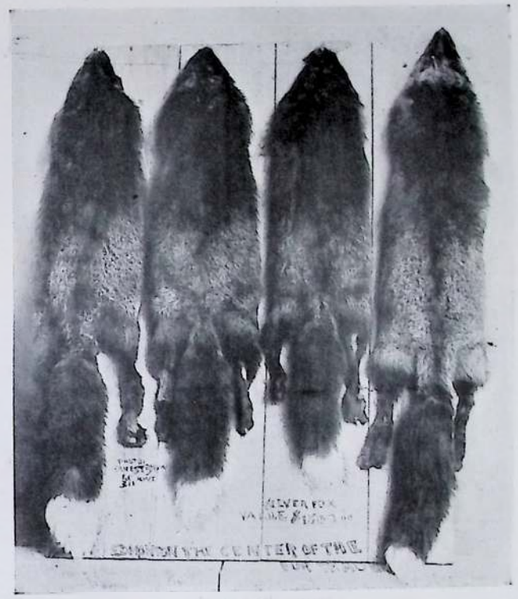
During the 1909 season, the fourth year run, the pack in the various districts was: Fraser River, 567,205 cases; Skeena River, 140,739; Naas River, 40,990; Rivers Inlet, 91,014; outlying, 127,974. Total, 967,920.

THE FUR HARVEST OF THE NORTH: A Flourishing Western Industry.

WITH the falling of the leaves the Canadian trapper sets out northward to garner amid the snowy plains and silent woods of the sub-Arctics his harvest of fur. If he be an Indian—most of the trappers to-day are Indians and half-breeds—and is married, he moves his family and his wigwam and property to a suitable point in that stretch of land which through long usage is accepted as belonging to him as surely as if it were his own property. Food for the long winter months is taken—pemmican, or dried moose flesh, dried and frozen fish, bacon and beans, flour, and tea. If, on the other hand, he be a bachelor, the Indian and "breed" will camp in solitary fashion; but the white trapper prefers the comforts of a rough log shanty.

The trapper on the warpath sets out with perhaps three days' supplies wrapped in a blanket, sometimes on his back, or if the snow has fallen deep, on a hand sled. In the crook of his arm he carries a rifle, and also at his belt a small hatchet and a keen knife. He may be making a fifty-mile circuit, during which he will place perhaps 150 snares according to the signs of animals he may meet. For some steel traps are used; for other species he makes a snare with a sapling, while for the smaller fur-bearer a noose is fashioned of twine, wire being rendered useless by the severe cold. The snares set and baited, follows the second trip to collect the proceeds of the trapper's ingenuity, and to reset traps or restock them with bait, for often the wily beasts contrive to snatch the fish or meat used to attract them without springing the trap.

The Indians are undoubtedly the finest trappers in the world, their natural ability to withstand the climate and the loneliness, their knowledge of the habits of the fur-bearing animals, and their cleverness in setting snares and bait, combining to make them successful where the white man fails.



SILVER FOX SKINS.

During 1909, the Indians of Canada netted $828,221 as the result of their trapping journeys, an increase of $221,387 compared with the amount received for furs in 1908. Of this amount the greatest catch was in Saskatchewan, in which Province $192,942 worth of furs was obtained, while British Columbia was a close second with $180,190; Ontario third, $151,160; and Quebec fourth, $121,477. It must be remembered that trapping is carried on only in those parts of the country as yet unsettled except in the smallest degree. The sound of a settler's axe will clear a district of game quicker than a hundred years of the wary hunter.

The total value of furs of Canadian production exported during the year ending March 31, 1910, as given in the official returns of the Department of Trade and Commerce, was $3,814,840, as compared with $2,642,620 in 1909; $2,701,863 in 1908; $2,820,520 in 1907 (nine months); $2,762,264 in 1906. The exports in 1901 were valued at $1,645,831, in 1891 at $1,429,229, in 1881 at $1,983,096, and in 1871 at $315,622. The trade is thus shown to be developing in recent years. For the current fiscal year, the latest official figures to hand return value of the exports for the six months ending September, at $2,030,961, as compared with $1,655,292 in 1909, and $1,172,714 in 1908, a very gratifying increase.

The principal fur-bearing animals of Canada are fox of the blue, cross, red, silver, white, and black varieties; wolverine, otter, lynx, bear, mink, marten, beaver, and muskrat. Of these the fox skins are the most valuable, a silver skin having been known to fetch £340 on the London market. The white and blue phases of the Arctic fox are the winter dress of different animals, not the winter and summer coats of the same animal. The white fox is found all over Canada from the fiftieth parallel, or level with the south shore of Hudson Bay, to as far north as animal life is found. The black fox, skins of which have been known to sell for £800 in St. Petersburg, is a rarity, and the cross fox is not a hybrid, but a species which bears the mark of a cross upon its shoulders.

At the London fur sales in 1910 the following were the principal skins offered:—Beaver, 66,023, as compared with 61,457 in 1909; brown musquash, 4,088,151, against 3,571,210; black musquash, 65,599, against 123,528; black bear skins, 19,965, against 15,606; mink, 225,121, compared with 218,765; marten 58,610, against 46,557; racoon, 424,727, against 349,514; skunk, 1,145,420 as compared with 1,063,595.

The results of the fur catch of the Hudson's Bay Company in 1909-10 compared with those of the 1908-9 season, are shown in the following table:—

Variety	1910.		1909.	Variety	1910.		1909
Badger	47	.....	144	Lynx	2,794	.....	2,874
Bear, Black ...	4,271	.....	4,023	Marten	27,227	.....	25,296
" Brown ...	297	.....	807	Mink	19,905	.....	12,068
" Grey ...	70	.....	86	Musk Ox... ...	98	.....	76
" White ...	89	.....	59	Musquash ...	$96,108	.....	542,390
Beaver	36,767	.....	35,599	Otter, Land ...	5,637	.....	4,401
Ermine	25,957	.....	19,935	Rabbit	911	.....	637
Fisher	1,499	.....	1,968	Racoon	186	.....	227
Fox, Blue ...	107	.....	17	Seal Hair, Dry ...	1,280	.....	1,517
" Cross ...	1,431	.....	986	Skunk	337	.....	1,310
" Red ...	3,754	.....	2,229	Walrus, Salted...	2	.....	5
" Silver ...	293	.....	212	Wolf	2,115	.....	2,761
" White ...	14,535	.....	3,975	Wolverine ...	806	.....	737

In point of value, Canada and Alaska contribute nearly one-fifth of the world's supply of furs.



INDIANS' AND HALF-BREEDS' CAMP NEAR A HUDSON'S BAY CO.'S POST.

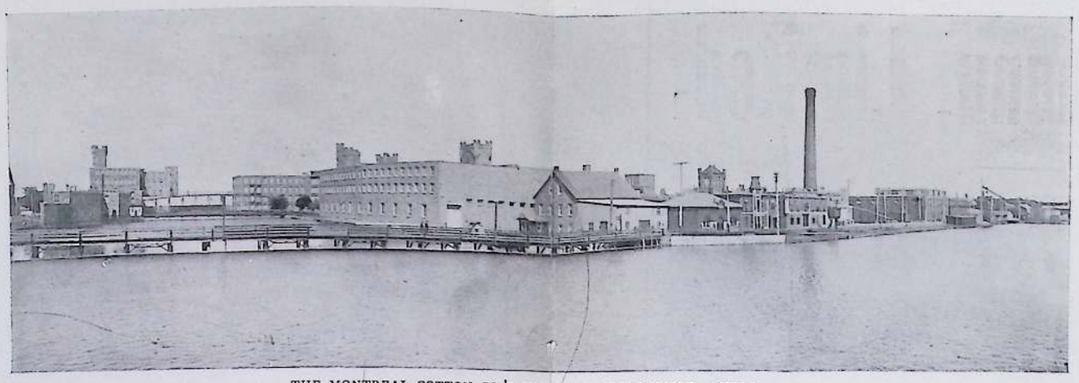
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"CANADA" ANNUAL, 1911.

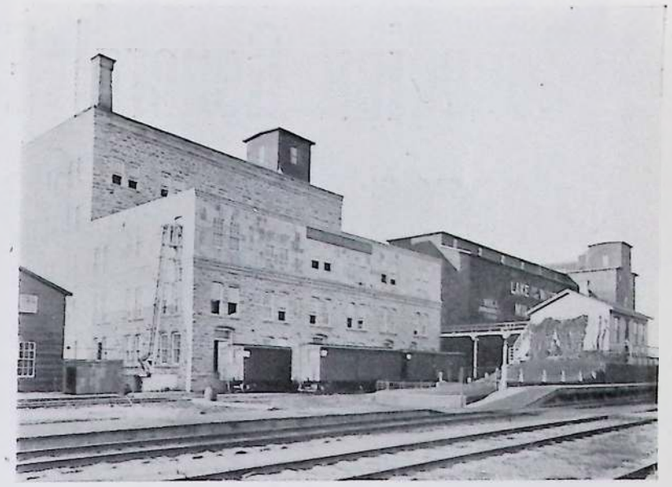
Some Important Canadian Industries.



THE OGILVIE FLOUR MILLS AT WINNIPEG.



THE MONTREAL COTTON CO.'S MILLS AT VALLEYFIELD, QUEBEC.



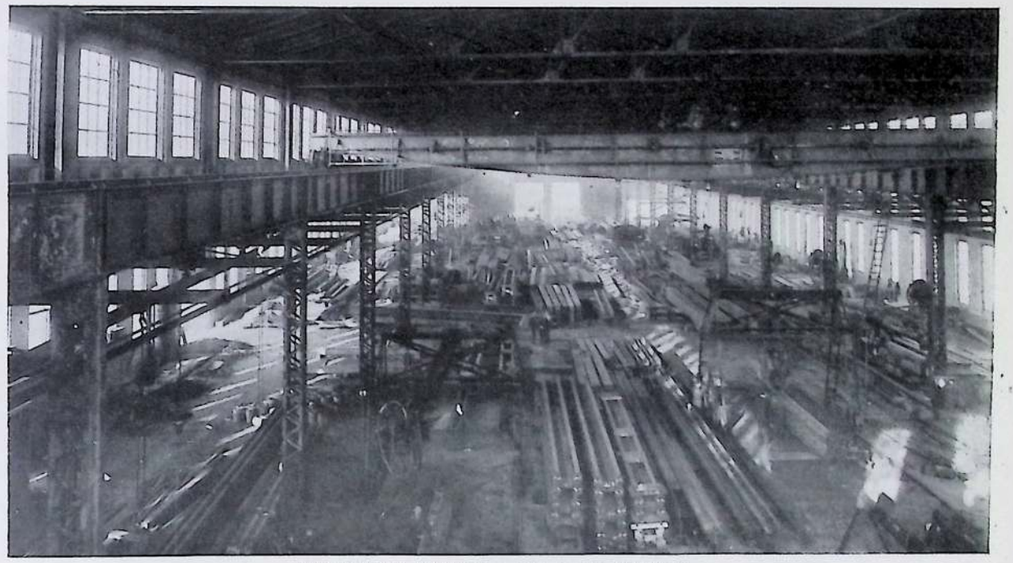
THE LAKE OF THE WOODS MILLING CO.'S PLANT AT KEEWATIN ONTARIO.



THE COLLINGWOOD (ONTARIO) SHIPBUILDING YARDS ON GEORGIAN BAY.



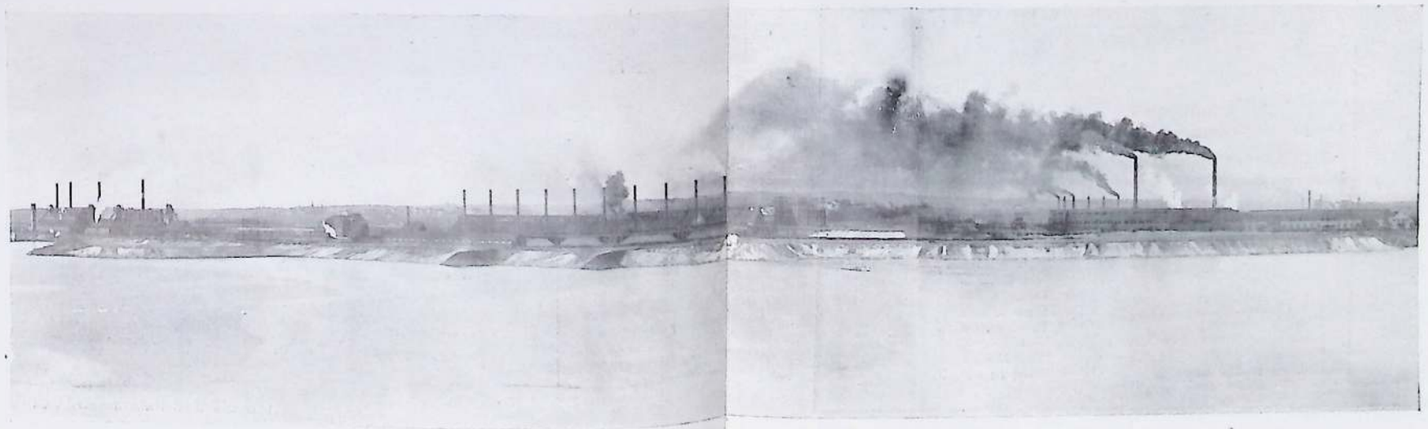
A BANK HEAD OF THE DOMINION COAL CO., SYDNEY.



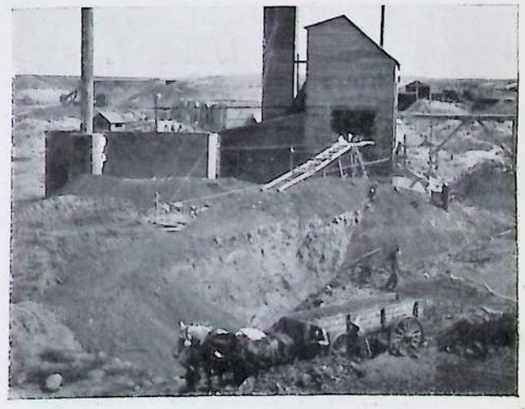
THE MANITOBA BRIDGE AND IRON WORKS, WINNIPEG.



THE SWIFT PACKING PLANT, EDMONTON ALBERTA.



THE DOMINION STEEL CORPORATION WORKS AT SYDNEY, NOVA SCOTIA.



PRESSED BRICK WORKS AT ESTEVAN, SASKATCHEWAN

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Canadian General Electric Co., Ltd.
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CAPITAL STOCK - $7,700,000

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Generators, Direct Current
Generators, Railway
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Lamps, Incandescent
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Magnet Wire
Mercury Arc Rectifiers
Motors, Alternating Current
Motors, Direct Current
Motors, Railway
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Storage Batteries
Switchboards
Switches
Transformers
Turbines, Curtis
Volt Meters
Watt Meters
Wire, Insulated

CANADA'S INDUSTRIES: MANY PROSPEROUS CONCERNS.

Iron and Steel—Flour Milling—Pulp and Paper Making—Miscellaneous.

CANADA, with her vast natural resources—her wealth of products from the farm, the mine, the forest, and the fresh and salt waters that surround her shores—is building up many important industries. Most of these are based upon raw material produced in the Dominion, and in one or two isolated cases—such as cotton-spinning—the material is necessarily imported.

Among the principal industries are those of iron and steel, in which great development has taken place of recent years. These manufactures owe their present stable position to the fact that they were fostered by a system of bounties introduced in 1883 by Sir John A. Macdonald, and built up behind a tariff wall which prevented the swamping of the infant industries by the great



CASTING PIG IRON AT THE WORKS OF THE CANADA IRON CORPORATION AT MIDLAND, ONTARIO.

corporations of the United States. The wisdom of the policy adopted towards this trade is shown by the success of the various corporations now engaged therein, which have become so prosperous as to render the continuation of the bounties no longer necessary. These bounties are accordingly now being withdrawn.

The growth of the industry is fully indicated when it is stated that while the total capacity of Canadian furnaces on the active list in 1883 was 165 tons a day, at the present time the capacity of the sixteen furnaces in Nova Scotia, Quebec, and Ontario is 2,735 tons. There were three iron-making plants at work in 1885. These are still in service; and since 1894 two furnaces have been built in Hamilton, two at Sault Ste. Marie, and one at Midland, all in Ontario. In Nova Scotia there are now in all eight furnaces—one at Londonderry, five in service at Sydney, and one at North Sydney. Two rail mills exist, the one at Sydney and the other at Sault Ste. Marie, and in addition there is a wire-rod mill at Sydney, while structural steel of smaller sizes has for some years past been rolled at New Glasgow, where the Nova Scotia Steel Company has its rolling mills, and also at Hamilton and at Welland, Ont. To-day there is a demand in Canada for all the pig iron that is produced either for the rail mills and the structural steel mills or for the cast-iron pipe foundries at Londonderry, Three Rivers, Midland, and Fort William.

The following table gives details of the industry during three recent years, the figures being the latest official ones available:—

	1907. tons.	1908. tons.	1909. tons.
Iron ore shipped	312,850	238,082	268,043
Canadian iron ore charged to furnaces	244,104	209,266	257,502
Imported iron ore charged to furnaces	1,117,260	1,051,445	1,235,000
Pig iron made	651,962	630,835	757,162
Steel ingots and castings made	706,982	588,763	754,719
Finished rolled iron and steel products made	672,200	500,099	—
Canadian coke charged to iron furnaces	521,068	492 076	412,016
Imported coke charged to iron furnaces	327,082	325 670	507,255
Pig iron imported	150,157	212,290	58,591
Iron and steel goods imported	632,863	866,710	487,003

The growth of the industry has been chiefly in the past five years. It was not till 1899 that the output reached 100,000 tons. From that on, however, with the exception of 1908, the growth was steady. From 1905 the figures of production and value are given as follows:—

	Tons.	Value.
1905	525,306	$6,475,186
1906	598,411	7,955,156
1907	651,962	9,125,226
1908	630,835	8,111,194
1909	757,162	9,581,864

There are eight companies making steel and steel castings, two in Nova Scotia, one in Quebec, and five in Ontario, their output in 1909 being given as 754,719 tons, valued at $14,359,800. Of the steel produced 535,988 tons was open hearth and 203,715 tons Bessemer. In the steel branch of the industry the growth also has been largely in the past five years, the output in 1905 being 451,863 tons. Practically one-half of the steel product of 1909 was in the shape of railway iron, the figure given being 377,642 tons.

These figures do not include the output from electric furnaces making ferro-products, which are situated at Welland and Sault Ste. Marie, Ontario, and Buckingham, Quebec. Of the total output of pig-iron during 1909, 17,005 tons, valued at $371,368, or $21.84 per ton, were made with charcoal as fuel, and 740,159 tons, valued at $9,210,496, or $12.44 per ton, with coke. The amount of charcoal iron made in 1908 was 6,709 tons, and iron made with coke 624,126 tons.

In Nova Scotia no local ore was reported as shipped during 1909. Quebec showed a falling off, there being but 5,300 tons of bog ore shipped. Ontario shows a great gain, due in part to the heavy shipments from the Helen mine (Michipicoten). There were five shipping mines in operation.

The total production of pig iron by the Provinces in 1909 is shown in the following table:—

Province.	1909 Tons.	Value.	Value per ton.	Percentage increase or decrease in quantity.
Nova Scotia	345,380	$3,453,800	$10.00	−2·1
Quebec	4 770	125 623	26 31	−28.9
Ontario	407,012	6,002 441	14.75	+49.9
Total	757 162	$9,581,864	$12.65	20.0

The great companies engaged in these manufactures are the Dominion Iron and Steel Corporation, the Nova Scotia Steel and Coal Co., the Lake Superior Corporation, and the Atikokan Iron-works.

The principal items of production of the Dominion Iron and Steel Corporation for the year 1910, besides coke and tar, were as follows:—

	Tons
Pig iron	255,000
Steel ingots	504,000
Steel blooms	263,000
Steel billets	88,000
Steel rails	140,000
Steel wire rods	79,000
Sulphate of ammonia	3,100

A total tonnage output of 1,127,000 tons. It is estimated that the value of the output was $30,500,000. The earnings available on the Common stock in 1910 were $1,257,960, equal to 6.28 per cent. earned on the Common stock of $20,000,000. In 1909 the company earned 6.75 per cent. on its stock. The earnings in 1908 were the largest on record, representing 9.11 per cent. earned on the stock.

The Nova Scotia Steel and Coal Co.'s output for 1910 constitutes a record in the history of the company. The output for the last two years was as follows:—

	1910.	1909.
Iron ore mined	537,000	460,387
Coal mined	845,000	813,454
Limestone and dolomite quarried	75,000	74,407
Coke made	90,000	87,816
Pig iron made	66,000	57,676
Steel ingots cast	75,000	64,240
Steel billets cogged	59,000	52,931
Bars and plate rolled	49,000	45,090
Axles forged	34,000	27,703
Shipments finished steel and forgings	60,200	58,515
Average number employees	5,276	4,450
Steamers employed	18 to 20	15 to 20
Tons freighted	1,000,000	925,000

The company has recently increased its dividend from 4 to 5 per cent.

The prospects for the industry are of the brightest. Mr. J. H. Plummer, President of the Dominion Iron and Steel Corporation, in



THE WESTERN CANADA FLOUR MILLS CO.'S MILLS AT GODERICH, ONTARIO.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
ACL Doc 21253 · Page 39 of 106
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a review of the situation as it affects these industries in the *Globe*, Toronto, said:—

"The consumption of iron and steel in Canada is growing rapidly. The plants are being largely extended, but they will scarcely overtake the demand, and, so far as one can judge, we are merely at the beginning of things so far as this great basic industry is concerned. Given reasonable tariff conditions, it should grow until it holds relatively as important a position here as in the United States. We have men, ore, coal, limestone, and capital, and it will be our own fault if we do not in a few years become, in this as in other lines, manufacturers for other lands as well as for our own. It may be observed that I put 'men' first and 'capital' last, but that is the order in which they should come. In our early days we put these requisites the other way. When we had found the capital we thought our difficulties were at an end, but they were really just beginning, and we thereby courted 'a heavy blow and great discouragement.' All that is fortunately past, and the outlook is satisfactory in every respect."

Among the industries which are manufacturing goods in which iron and steel play a great part are various harvester and agricultural implement concerns—notably the Massey-Harris Co., the Cockshutt Plow Co., and the International Harvester Co.—and railway



THE CANADIAN COLOURED COTTON MILLS, MERRITTON, ONTARIO.

and tramway car factories—such as the Canadian Car and Foundry Co.—while the C.P.R. and the G.T.R. both manufacture engines and rolling stock. Not only do many of these companies manufacture for domestic requirements, but their products are met with the whole world over. Business is prosperous with them, as the annual report of the Canadian Car and Foundry Co. shows. The amount of the business in 1910 amounted to $8,500,000, and orders were on the books for 1911 for $7,000,000 worth. The Directors expect to turn out work to the value of $11,000,000 during the coming year. In addition the Company declared its first dividend on the Common stock at the rate of 2 per cent. for the fiscal year ending September 30.

The net profits of the International Harvester Co. during the year 1910 applicable to dividends were about $16,000,000. Allowing $4,200,000 for the $60,000,000 Preferred stock, there remained a balance for the $80,000,000 Common equivalent to 15 per cent. The previous surplus amounted to $7,584,729, giving the company a total surplus of $15,984,729 at the close of 1910.

An article upon the Lake Superior Corporation appears on pages 78 and 79.

FLOUR MILLING.

It is only to be expected that a country possessing the wheat-yielding capabilities of Canada should have a prosperous and stable industry in the milling of the grain produced by her fertile soil. The industry, huge and profitable as it is now, is of comparatively modern growth, for until the Golden West began producing its millions of bushels of grain yearly, but little grist could come to the Canadian mill. One famous firm—the forerunner of the Ogilvie Flour Mills Co.—ground some twenty-five sacks a day in a small mill built on the island of Montreal so long ago as 1802, and tiny old-fashioned mills existed here and there in Upper and Lower Canada, chiefly in the populous French-Canadian centres. Again, the late Major Stewart Moore, one of the earliest pioneers of the West, owned a small mill at the point now known as Prince Albert, where he ground the grain raised locally by the half-breeds and Indians. It is significant, however, of the lack of mills in Canada twenty years ago that the prairie Indians did not regard grain-growing as worth their while, as no mills existed at which their crops could be ground. Thus milling, as an industry, was really non-existent in the Dominion until the last score of years in the nineteenth century.

Nowadays the milling industry is among the first of the many successful businesses carried on within the Dominion, and the principal firms carrying on the business are known the world over.

The chief Canadian wheat-milling companies carry on the business in the expansive fashion to be expected in "the land of magnificent distances." Their elevators are to be seen at hundreds of different points alongside the railway lines that run through the heart of the wheat-bearing districts; in the chief centres of trade and population throughout the gigantic West; on the wharves of the ports on the shores of the Great Lakes; by the waterside at the great ports where the ocean-going steamers moor to load their golden freight.

The principal milling companies of the Dominion, which employ millions of dollars of capital in their enterprises, are the Ogilvie Flour Mills Co., Ltd., the Lake of the Woods Milling Co., the Western Canada Flour Mills Co., the Maple Leaf Milling Co., and the Canadian Cereal and Milling Co.

The Ogilvie Flour Mills Co. was incorporated in 1902 to continue the milling business carried on for nearly a century by Messrs. Ogilvie, and has therefore the distinction of being the oldest established industrial business in Canada. The progress of the company has been remarkable, and its aggregate net profits since its inception amount to nearly $4,000,000. The trading profits for the year ending August, 1910, were $541,924.

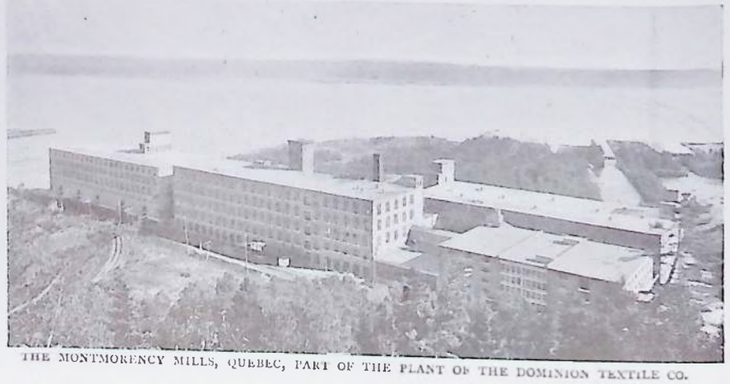
The company has the largest individual wheat storage capacity of any milling company on the American continent; it owns and operates over 100 country elevators distributed throughout the districts which grow the best wheat in the Canadian North-West. These elevators, in connection with the terminal elevators at Winnipeg, Fort William, and Montreal, have a capacity of over 5,500,000 bushels of grain. The company owns six mills in different parts of the Dominion, having an aggregate productive capacity of 17,000 barrels per diem. The principal are the Royal Mills at Montreal, which enjoy the distinction of being by far the largest in the British Empire. The capacity of this mammoth mill is 6,000 barrels of 192lb. each of flour per day. The Glenora Mills, also at Montreal, have a capacity of 2,000 barrels per day, while the Winnipeg and Fort William Mills have a capacity of 3,000 barrels a day each. The bulk of the wheat which is handled by these mills is loaded from the company's own elevators at Fort William—the terminal point of the Canadian Pacific Railway on Lake Superior—and shipped through to Montreal without "breaking bulk." The dividend has just been increased from 7 to 8 per cent.

The Lake of the Woods Company owns and operates nearly a hundred elevators throughout Manitoba and the North-West, and has its two principal mills at Keewatin, Ontario, one of which has a capacity of 5,000 and the other of 4,000 barrels a day. The total milling capacity of the company is 10,500 barrels a day.

The Western Canada Flour Mills Company is a combination of two companies—the Lake Huron and Manitoba Milling Company, of Goderich, Ontario, and the Kelly Milling Company, of Brandon, Manitoba—which had for a number of years prior to 1905 carried on a successful business. A large additional amount of capital was then put in, and the consolidation made effective for doing a large export business by the building of the new mill at Winnipeg—containing all the modern improvements—and the acquisition of sixty-six elevators along the lines of the Canadian Northern and the Canadian Pacific Railways, in the Provinces of Manitoba and Saskatchewan. Its mills are at Brandon and Goderich, Ontario.

The Maple Leaf Milling Company has mills at Glenora, Thorold, St. Catherines, Welland, Port Colborne, and Brandon, with a milling capacity of 12,800 barrels a day. The company's elevators number 50. The company, which was only formed in April, 1910, acquired the Maple Leaf Flour Mills Co., Ltd., including the Hedley Shaw Milling Co., Ltd., and although it has only been working some few months, has already commenced the payment of dividends at the rate of 7 per cent. on the Preference Stock. The authorised capital is $5,000,000, which is all paid up.

The Canadian Cereal and Milling Company, which also issued its prospectus in April, 1910, took over eight Ontario companies, with a capacity of turning out daily 2,350 barrels of oatmeal and rolled oats; 2,200 barrels of flour; 100 barrels of rolled wheat; 450 barrels of split peas; 155 barrels of pot barley; and 340 tons of feed. Its elevators have a capacity of 700,000 bushels. This company has a capital of $4,000,000, of which $2,500,000 has been issued, with $1,000,000 6 per cent. First Mortgage Bonds, of which $750,000 have

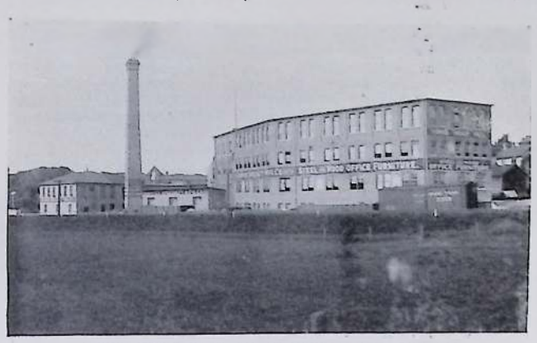


THE MONTMORENCY MILLS, QUEBEC, PART OF THE PLANT OF THE DOMINION TEXTILE CO.

been issued. Dividend payments of 7 per cent. on the Preference Stock have been declared.

PULP AND PAPER-MAKING.

The making of wood pulp and paper is one of the most important industries to which Canada's forest wealth has given rise. The business has developed rapidly of recent years. As regards raw material, the exports in 1899 from Canada of wood for pulp amounted to $80,005, of which $22,808 went to Great Britain, and $57,197 to the United States. By 1900 this export amounted to $902,772, of which $38,370 went to Great Britain, $864,077 to the United States, and $325 to other countries. In 1909 Canadian exports of wood for pulp had grown to 794,986 cords, valued at $4,356,391, of which practically all went to the United States. In



A FURNITURE FACTORY AT NEWMARKET ONTARIO.

the fiscal year ending March, 1910, wood for pulp to the value of $6,076,628 was exported to the United States.

The record in wood pulp is more striking. In 1890 Canada exported $168,180 worth of pulp, of which $460 went to Great Britain, $147,098 to the United States, and $20,622 to various other countries. By 1900 the export reached $1,806,016, of which $562,178 was taken by Great Britain, $1,193,753 by the United States, and $60,085 by other countries. In 1909 the export had reached the following figures:—Total Canadian pulp exported, $4,306,929, taken by various countries as follows: Great Britain, $1,084,720; United States, $3,064,879; Argentina, $3,928; Belgium, $33,880; China, $3,350; Cuba, $2,680; France, $83,590; Japan, $12,604; Mexico, $16,366; other countries, $932. In the fiscal year ending March 1910 the exports of pulp were as follows: Great Britain, $931,150; United States, $4,175,309; Belgium, $28,891; Australia, $814; Cuba, $921; France, $62,316; Japan, $914; Mexico, $4,282; total, $5,204,597.

Of equal importance is the progress made by Canada in the export of various manufactures, of which paper and pulp are the raw materials, as can be seen by the following figures:—In 1895 the exports of books, periodicals, and other printed matter were $85,981, in 1900 $178,731, in 1905 $272,976, and in 1909 $400,305, there being a fairly regular growth from year to year. The exports in 1910 declined to $373,492, owing to the increased domestic demand.

The total exports of paper increased from $1,811,250 in 1905 to $3,523,816 in 1909, which is practically doubling the export in four years. The total exports fell off a little in 1910, being $3,185,324.

Among the principal companies concerned in this industry are the Laurentide Paper Company, the Swanson Bay Sulphite Pulp and Paper Company, and the Canada Paper Company.

The Laurentide Company has its mills at Grand Mère, P.Q., and made a profit in the year ending June, 1909, of $285,892; in 1910 of $516,504. The company has recently increased its dividend from 7 to 8 per cent. per annum.

The Swanson Bay Company operates its mills on the Pacific Coast, and has not yet been in operation a year.

The Canada Paper Company has mills at Windsor, P.Q.

OTHER INDUSTRIES.

Among other growing industries into which the use of wood enters are the numerous furniture and carriage factories which are to be found operating in nearly every manufacturing centre in Ontario. The latest official figures available give the amount of factories engaged in turning out furniture and upholstered goods at 181 in 1906, with a combined capital of $11,519,566, engaging 7,370 wage-earners, who receive $18,351,134, and with total products valued at $9,005,698. In addition, the number of establishments in the Dominion then (1905) engaged in dealing with timber and lumber and their re-manufactures was 3,099, with a capital of $151,773,435. The wage-earners numbered 60,252, earning $20,485,625, and the value of the products was put at $112,494,072.

A further important industry is that of the manufacture in textiles, in which several large companies are concerned, including the Burt Company, Ltd., Canadian Coloured Cotton Mills Company, Canadian Cottons, Ltd., Dominion Cotton Mills Company, Dominion Textile Company, the Merchants' Cotton Company, the Montmorency Cotton Mills Company, the Montreal Cotton Company, Penmans, Ltd. All these seem to be in a prosperous condition. The Dominion Textile Company, for instance, made a profit in the year ending March, 1909, of $678,016, and for the succeeding year $895,311; the Canadian Coloured Cotton, $235,000 for the same year, and the Montreal Cotton Company $284,542.

As space forbids the further elaboration of the numerous industries of the Dominion, the following table compiled from the latest official figures available (1906) will show the extent of the manufactures, with their capital and other information. It should be remembered that the figures have now increased all round very largely:—

Industries.	Establishments. No.	Capital. $	Wage Earners. No.	Wages for Labour. $	Value of Products. $
Food products	5,012	89,880,145	45,520	12,025,927	173,359,431
Textiles	2,073	75,009,936	57,421	17,632,985	85,932,979
Iron and steel products	707	61,204,668	20,480	13,891,518	53,125,265
Timber and lumber and their re-manufactures	3,089	151,773,435	80,252	20,485,625	112,494,072
Leather and its finished products	553	28,667,125	17,901	6,209,230	42,132,007
Paper and printing	907	49,138,352	19,900	8,654,294	33,724,772
Liquors and beverages	262	26,639,815	3,333	1,795,765	14,394,310
Chemicals and allied products ...	188	16,385,396	3,373	1,882,822	15,703,306
Clay, glass and stone products ...	749	25,282,960	13,526	5,042,700	13,986,000
Metals and metal products other than steel	577	104,852,998	20,490	10,874,161	50,828,968
Tobacco and its manufactures ...	155	10,628,691	7,114	2,349,598	15,274,925
Vehicles for land transportation	446	31,820,465	22,508	10,879,841	37,396,302
Vessels for water transportation	78	3,496,009	1,839	783,995	1,913,105
Miscellaneous industries	825	169,897,164	30,289	12,713,976	66,294,869
Hand trades	155	1,797,894	1,288	563,388	1,698,195
Totals	15,796	$846,585,023	356,034	134,375,925	718,352,630

The wide scope of the industries included under the above heads is shown by the following list of manufactures, etc., which the various headings cover:—

Food products:—Baking powder and flavouring extracts; bread, biscuits, and confectionery; butter and cheese; chewing gum; cocoa and chocolate; coffee and spices; condensed milk; confectioners' supplies; evaporated fruits and vegetables; preserved fish; flouring and grist mill products; fruit and vegetable canning; slaughtering and meat packing; sugar refining; tallow refining; vinegar and pickles.

Textiles:—Awnings, tents, and sails; blankets and sweat pads; carpets; clothing of all kinds; cordage, rope, and twine; cottons, hosiery and knitted goods; mats and rugs; silk and silk goods; dyeing and finishing; all branches of textile industries.

Iron and steel products:—Axes and tools; boilers and engines; iron and steel bridges; cutlery and edge tools; dies and moulds; factory and machine shop products; carriages and saddlery; printing presses; safes and vaults; scales; sewing machines; stamps and pencils; wire and wire fencing.

Timber and lumber and their re-manufactures:—Artificial limbs; baskets; billiard table and materials; boxes of all kinds; cooperage; furniture and upholstered goods; matches; pumps and windmills; refrigerators; wood pulp.

Leather and its finished products:—Belting and hose; boots and shoes; harness and saddlery; tanned, curried, and finished leather.

Paper and printing:—Boxes and bags; cardboard; stationery goods; stereotyping and electrotyping; wall paper.

Liquors and beverages:—Aerated and mineral waters; distilled, malt, and vinous liquors and malt.

Chemicals and allied products:—Drugs; explosives; fertilisers; oils; paints; and varnishes, salt, starch.

Clay, glass, and stone products:—Abrasive goods; brick, tile, and pottery; cement blocks and tiles; Portland cement; glass, stained, cut, and ornamental; cut stone and monuments.

Metals and metal products other than steel:—Brass casting and founding; jewellery and repairs; lamps; metallic roofing and flooring; silver smithing; smelting.

Vehicles for land transportation:—Bicycles; carriages and wagons; cars of all kinds.

Vessels for water transportation:—Boats, canoes, ships, and repairs.

Miscellaneous industries:—Agricultural implements; asbestos; brooms and brushes; buttons; church ornaments; electrical apparatus and supplies; enamelware; gloves and mittens; mattresses and spring beds; musical instruments; pipe and boiler covering; roofing materials; rubber and elastic goods; washing machines and wringers; window blinds and shades, etc.



THE LAURENTIDE PULP CO.'S MILLS AT GRAND MÈRE, QUEBEC.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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LAKE SUPERIOR CORPORATION.

AN ACCOUNT OF THE LARGEST AGGREGATION OF IMPORTANT CANADIAN INDUSTRIES.

THE Lake Superior Corporation consists of some thirteen subsidiary undertakings, engaged in the manufacture or operation of iron, steel, coal, pulp, water power, tramways, railway lands, mines, etc., and it is almost necessary to give a detailed report of each subsidiary in order to give an idea of the great possibilities of an enterprise so varied.

For variety of interests and magnitude of possibilities, no other manufacturing company of Canada can be compared with it. Once granted that Canada is destined to develop into one of the largest consuming countries in the world, there appears nothing to stop the Lake Superior Corporation from marching forward with it, under the able management which it at present enjoys.

The past has been a chapter of misfortunes—a combination of extravagant management and of inevitable troubles, such as the American crisis of 1908. The new management is forearmed against such pitfalls, and there is every reason why the Lake Superior Corporation should take its place as the recognised leader of industrial enterprises in Canada.

The supreme advantage of the Lake Superior Company lies in its unique strategic position. The Sault Ste. Marie, or the "Soo," as



THE BY-PRODUCT COKE OVEN PLANT, UNDER CONSTRUCTION.

it is usually called, stands on the waterway between the great lakes—Lake Superior and Lake Huron. It is the neck of the funnel; and just as all land-borne trade has to pass through Winnipeg, so all water-borne trade must pass through the Soo. To-day the inland traffic is restricted by the limitations of the locks and canals. But things move rapidly in Canada, and it may be that before long the Georgian Bay Canal will have been constructed from Montreal through Ottawa to the Georgian Bay, the locks of the Soo Canal will have been deepened, and then ocean-going ships will be able to go direct from English ports right up to Fort William and Port Arthur through the Soo Canal, 2,000 miles inland.

During six or seven months of the year the huge trade which is done in ships from the St. Lawrence to Port Arthur and Fort William, and that from Buffalo to Duluth, has to pass through the narrow gateway at the "Soo." For the collection and distribution of material by water, therefore, the "Soo" has advantages during this period which are unique on the American continent. Coal can be delivered at the "Soo" works from U.S.A. cheaper than the U.S. Steel Trust can collect it for their own works at Gary; the iron and steel works established at the "Soo" have an advantage of 1,000 miles over the steel plants of Eastern Canada; pulp and paper can be manufactured there within easy reach of such great markets as Chicago, Cleveland, St. Paul, Minneapolis. The "Soo" is in direct communication with the Middle West of America, and is on the high road to the Western Provinces of Canada. Realise what this position means to a company which controls unlimited pulp lands, its own railways (when these are completed it will probably own the freehold of nearly 3,000,000 acres of land), its own huge iron deposits, and absolutely the latest iron, steel, coke, and coal plant on the American continent.

Towards the end of 1907 the control of the finance of the Corporation passed from American into British hands. To Mr. Robert Fleming must be given the entire credit for having saved this great industrial enterprise. Large sums, estimated at over $30,000,000 (£6,000,000), had been invested in the undertaking, chiefly by Americans, but partly by Canadian and English capitalists in both countries who had watched its precarious career. If the Lake Superior Corporation, with its splendid position and its great works, had become an acknowledged failure, a deep wound would have been made in the Canadian industrial body, and it would have been many years before other capitalists would have ventured to build up so necessary and so great an enterprise. This consideration—a most material one for Canadian industry, though one of little material consequence to Mr. Fleming himself, was thoroughly appreciated by him, and helped at any rate to console for taking up the burden when he did. It must be remembered this was during the height of the American panic. Mr. Fleming at once set about to reorganise the management. He sent out his own partner, Mr. Whigham, together with Mr. Frater Taylor, whom he had selected for the post of Vice-President. Mr. T. J. Drummond was in due course elected President. The affairs of the company were in an almost hopeless muddle, but, thanks to the energy displayed by these men, the blue sky is already appearing through the rolling cloud, and out of chaos is springing order and prosperity. The new construction work is nearing completion, orders are coming in well, Canada's prosperity continues, and the future is full of promise.

The Lake Superior Corporation, as has been said above, is a holding company, controlling through bond and stock ownership thirteen subsidiary companies, of which, perhaps, the principal are the following:—

The Algoma Central and Hudson Bay Railway,
The Algoma Steel Company,
The Lake Superior Iron and Steel Company,
The Lake Superior Power Company,
Sault Ste. Marie Pulp and Paper Company,
The International Transit Company.

When the British interests took up the business of Lake Superior Corporation, the first subsidiary to be tackled as being the largest revenue producer was the iron and steel plant. Though the lay-out of the works was exceedingly good the plants of the steel companies were in an incomplete condition and were unbalanced, so far as capacity for converting the raw material into the finished article, that is to say, the capacity of the blast-furnaces were about 500 tons per day, while the capacity of the finishing or rail-mill was 1,000 tons per day. Neither did the companies at that time own all their raw materials, while they had also to bring coke, which is one of the principal ingredients in the making of pig-iron, by long rail haul from West Virginia to Sault Ste. Marie. With the construction of the plants completed early this year the position of the Corporation will be as follows:—

STEEL WORKS.

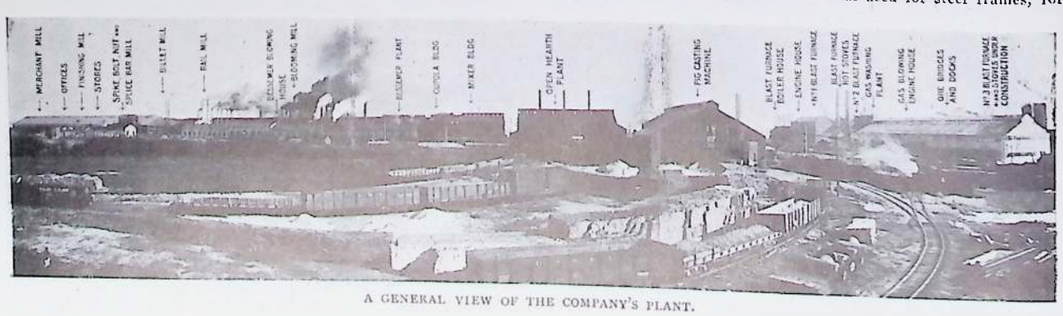
The steel plant is the most important of the Corporation's undertakings. It is operated by the Lake Superior Iron and Steel Company, the Algoma Steel Company, and the Algoma Iron Works. The area covered by the works of these companies is about 200 acres. In the opinion of experts the ground is exceedingly well laid out both for convenience in operation and future expansion. The crude ores are loaded by crane-skips direct from the company's wharves on the St. Mary River into two blast-furnaces with a rated capacity of 250 tons each daily. A third blast-furnace of 450 tons capacity in line with those already in operation has been for some time in course of construction, and was to be completed early this year.

RAW MATERIALS AND ECONOMIES.

Hitherto it has been necessary to purchase Bessemer ores from the American mines in the Lake Superior region, but recent discoveries at the companies' own mines give indications of a supply of Bessemer ore more than sufficient for the needs of the steel works without the necessity of purchasing ore elsewhere. This discovery will effect great savings.

In the same way it was hitherto necessary to buy all coke from West Virginia, involving the payment of heavy railroad charges. The company are completing, at a cost of £400,000, the construction of 110 large coke ovens close to the docks where the coal will be unloaded. These coke ovens (similar to those now being erected by the U.S. Steel Corporation at its Gary plant) will, it is estimated, cheapen the cost of coke to the company by £100,000 per annum.

In addition, a large merchant mill has been erected at a cost of over £200,000 for the production of angle bars, structural steel, beams, car axles, billets, and all material used for steel frames, for



A GENERAL VIEW OF THE COMPANY'S PLANT.

which the market in the Canadian West is steadily increasing, and further machinery will be installed to make spikes, bolts, and nuts.

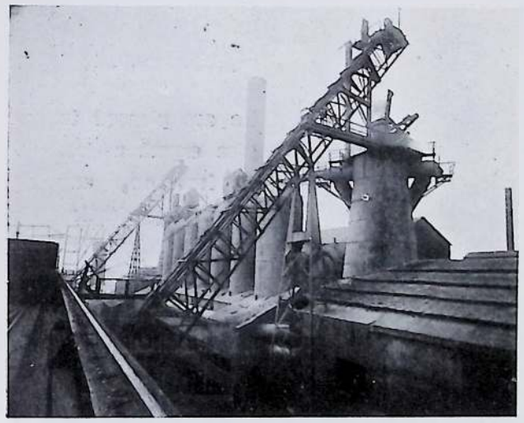
The steel is manufactured both by Bessemer and open hearth process. The Bessemer plant consists of two four-ton converters, making from 175 to 200 heats per day, and producing, on an average, 800 tons of Bessemer steel in twenty-four hours. The open hearth plant consists of three 50-ton furnaces, which produce 280 tons per day, with three additional furnaces of the same capacity in course of construction. These furnaces are charged with basic pig-iron and also with scrap, the whole of which is turned into steel by means of the heat secured from the use of producer gas. This gas, produced by a comparatively simple process, will make an economy in the consumption of coal, less than 500 lbs. of coal being required for the production of one ton of steel. The capacity of the companies' rolling mills is about 300,000 tons per annum, or 1,000 tons per day. The quality of the rails produced has made the company famous in the Canadian markets, and orders already in hand from the Canadian Pacific and other railways in Canada will keep the mills working full capacity for many months.

THE ALGOMA IRON WORKS.

The Algoma Iron Works was originally formed to effect the internal repairs at the steel works, but the plant has now sufficient capacity to undertake all the railroad repairs, and earns about £6,000 per annum from outside works. It is well equipped with powerful overhead cranes, and can deal with the largest locomotives of the railway.

THE ALGOMA CENTRAL AND HUDSON BAY RAILWAY

This railway is authorised, under a Charter from the Dominion of Canada, to build a line from Sault Ste. Marie on the Straits between Lake Superior and Lake Huron northwards to the main line of the Canadian Pacific Railway, with a branch from its own main line to Michipicoten Harbour on Lake Superior, a total distance of 225 miles; also from that point northwards to James Bay (Hudson Bay) intersecting the National Transcontinental Railway and the projected line of the C.N.R. and thus crossing the immense clay belt of good



BLAST FURNACES, NOS. 1 AND 2.

agricultural land through which the Transcontinental Railway runs. Of the first section of 225 miles, 80 have been in operation since 1904. The remaining 145 miles are now in course of construction, and the entire line is expected to be open to traffic by the end of 1911.

The Province of Ontario has granted the company a very valuable freehold land grant of about 1,665,000 acres, or 7,400 acres per mile, in respect of the 225 miles, and it will receive for total construction a cash subsidy of £1,280 per mile from the Dominion Government. Should the line be extended to the National Transcontinental Railway it will be entitled to a further land grant of 575,000 acres, and valuable cash subsidies from both the Dominion and Provincial Governments. The land grants include all mineral and timber rights (subject only to the payment of stumpage on white pine timber).

The company has already completed the equipment of extensive terminals and deep water docks at Sault Ste. Marie, Ontario, and also owns the harbour at Michipicoten, with well-appointed ore docks capable of handling 2,000 tons of ore per hour, as well as commercial docks. The company also owns and operates on the Great Lakes a freight steamship line, with a gross tonnage of 15,600 tons.

THE MANITOULIN AND NORTH SHORE RAILWAY.

The entire length of this railway, when completed, will be some 80 miles, of which 23 miles have been built to convey the output of the Creighton and Krean Hill Copper Mines to Sudbury. The railway carries a land grant from the Governments of the Dominion of Canada and of the Province of Ontario, amounting to 705,000 acres and a cash subsidy of $670,000. The Sudbury district is the centre of the nickel deposits, which comprise 80 per cent. of the world's production of nickel.

LAKE SUPERIOR POWER COMPANY.

This company develops 14,400 h.p. from the St. Mary's Rapids along the Canadian bank of the St. Mary's River. At present this power is used as follows:—Pulp mill, 8,400 h.p.; steel plant, 1,100 h.p.; water supply and transit for town of Sault Ste. Marie, 4,900 h.p.; total, 14,400 h.p. It is estimated that 12,000 additional horse-power can be developed from the head of water controlled by the company.

THE SAULT STE. MARIE PULP AND PAPER COMPANY.

The company operates a large and well-designed pulp plant, situated on the St. Mary's River alongside the power house, from which it takes 8,400 h.p. This plant produces mechanically ground wood pulp, and has a capacity of 100 tons a day. A sulphite plant for the manufacture of chemically produced pulp has been erected and is nearly completed. Ground pulp makes the cheaper, and sulphite pulp a superior class of paper.

The pulp is sold to paper mills on the American side. The outlook for this company is very good, as the demand for the materials suited for paper manufacture in the United States is rapidly exceeding the supply.

With the cheap power at its disposal, and the low freight on the logs, cut from its own forest, and brought to the mill either by water or by the Algoma Central Railway, the company is most favourably placed to meet competition in its business.

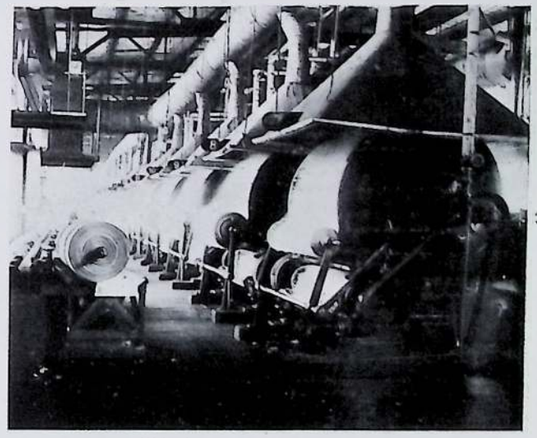
THE ALGOMA COMMERCIAL COMPANY AND SAW-MILL.

This company carries on the logging operations in the woods necessary to keep the pulp and saw-mills supplied with logs. It operates ten large camps with 35 sub-contractors employing over 1,000 men. The wood is cut from the land grant belonging to the Algoma Central and Hudson Bay Railway.

The company's saw-mill is situated at the western boundary of the Lake Superior Corporation's frontage on the St. Mary's River, and consists of an up-to-date plant for commercial lumber, shingles, pickets and railway sleepers. The output for a ten-hour shift is about 125,000 super feet per day. The lumber lath and shingles are sold almost entirely in the United States, where an increasing demand for them exists.

THE MINERAL DEPOSITS.

These iron ore deposits are within easy distance of Michipicoten Harbour—the Lake Superior terminal of a branch of the Algoma



INTERIOR OF THE PULP MILL.

Central Railway. The ore in the "Helen" Mine is a basic, brown hematite ore running to about 60 per cent. of iron. Since 1900, when this mine first started shipping ore, it has produced 1,750,000 tons. About 5,000,000 tons have since been proved. To the east of the "Helen" Mine an important deposit of iron pyrites has been found, running about 45 per cent. sulphur. Upwards of 250,000 tons have been actually proved, and indications tend to show that a much larger tonnage will be proved in the near future. The pyrites may be regarded as a very valuable and quick asset to the company. Contracts for the sale of it have been made at remunerative prices.

The "Magpie" Mine lies farther west, on a branch line about nine miles from the Algoma Central Railway main line, and is by far the most important ore body that has been found in Western Ontario since the discovery of the "Helen" Mine. High-grade Bessemer ores have been located there, average samples of which show 54.64 per cent. iron; 20,000,000 tons of ore have lately been proved. Prospecting upon the company's lands is being steadily carried on, and exploration work has reached an advanced stage at the "Iron Lake" Mines, 40 miles south of White River on the C.P.R. main line, and at the "Goudreau" Mines. Estimates based on operations that have been carried out at the latter mines show a further 1,500,000 tons of iron pyrites running about 45 per cent. sulphur, which will be held in reserve.

The company owns, in addition, a large number of mining claims of nickel and copper deposits in the Sudbury nickel range, including the "Gertrude" and "Blue Lake" mines, on which mining and development have been carried out. Herreshoff roasters for desulphurising these ores have been erected at Sault Ste. Marie, but are not at present in operation. At Sault Ste. Marie the company has equipped an electrical furnace for the manufacture of ferro-silican, which is an important and expensive ingredient in the manufacture of open-hearth steel. The Corporation is the only steel plant in America manufacturing this product from its own nickel deposits.

The cost of the improvements recently undertaken by the company amount to nearly £1,200,000, and it is estimated that when they are completed the saving in the cost of production of steel and the increased output capacity should add at least £200,000 per annum to the present profits.

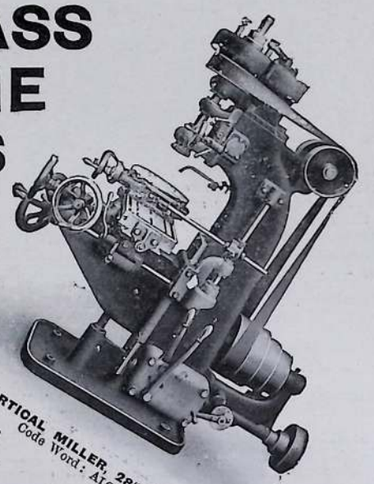
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HIGH-CLASS MACHINE TOOLS

EMBODYING



No. 4 MILLING MACHINE, 24" × 7" × 18".
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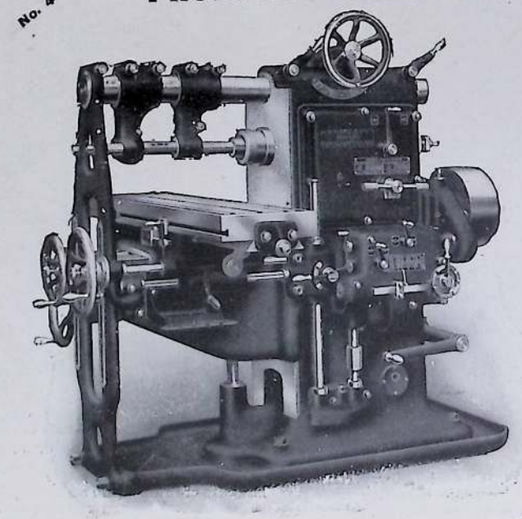


No. 2 VERTICAL MILLER, 28" × 10½" × 15".
Code Word: ALGEBRA.

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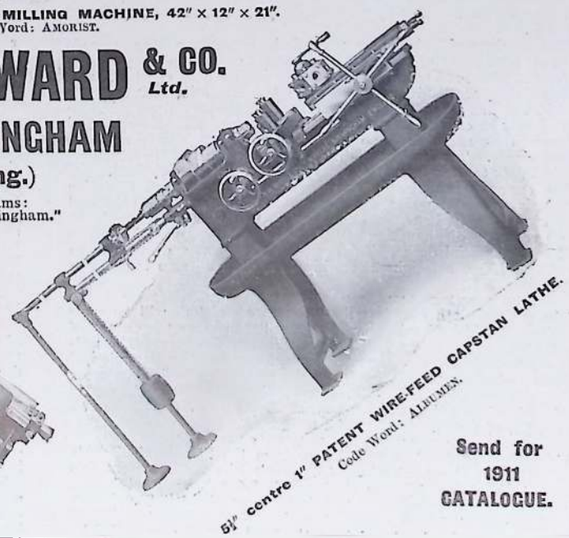
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A FARMHOUSE AT THE FOOT OF BELOEIL MOUNTAIN, NEAR MONTREAL: A FAVOURITE SPOT FOR PICNICS.



A STREET IN SILLERY, AN OLD-TIME VILLAGE NEAR QUEBEC.

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THE PROVINCE OF NOVA SCOTIA.

Area, 21,068 square miles of land; 360 of water. Population, 459,574 (1901).

LIEUTENANT-GOVERNOR: THE HON. J. D. McGREGOR.

THE MINISTRY.

The Hon. G. H. MURRAY, Premier.
The Hon. A. K. MACLEAN, Attorney-General.
The Hon. C. P. CHISHOLM, Commissioner of Works and Mines.

The Hon. D. McPHERSON.
The Hon. B. F. PEARSON.
The Hon. J. M. MACK.
The Hon. O. T. DANIELS.
The Hon. J. MACDONALD.
The Hon. H. S. LE BLANC.
} Ministers without Portfolio.

NOVA SCOTIA was one of the earliest settled portions of Canada, and has many historical and romantic associations especially those connected with the Acadians, as the original settlers in the valley of the Gaspereaux were called. This, "the Land of Evangeline," is one of the favourite resorts in a Province which possesses a wealth of beautiful scenery, and is on this account much visited by tourists. The Province, however, by no means lives on the past. As an indication of the progress which it is making all along the line, the return of the products of Nova Scotia for 1910 amounted to over $118,000,000 an increase of $4,000,000 over 1909, and no less than $24,000,000 over 1905.

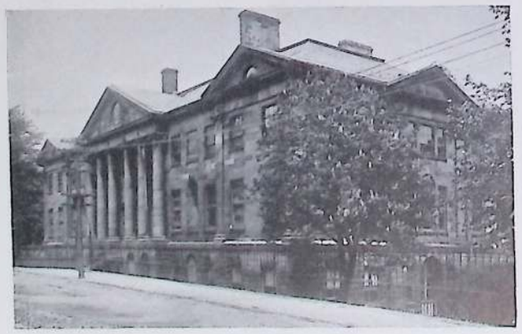


THE HON. G. H. MURRAY, The Premier.

From an agricultural point of view, the intervale and dyke lands are of rich soil, and the uplands are of excellent quality. Last year's harvest was a particularly good one, the field crops produced, which averaged nearly $60 per head of population, being as follows:—

Crops.	Acres.	Yield per Acre. Bushels.	Total Yield. Bushels.	Weight per Average Measured Bushel. lb.	Price per Bushel. $	Total Value. $
Spring wheat ...	21,000	22·85	480,000	59·75	1·12	538,000
Oats	144,800	39·52	5,723,000	35·03	·488	2,793,000
Barley	8,700	30·33	264,000	48·67	·766	202,000
Rye	500	17·40	9,000	56·50	·925	8,000
Peas	1,300	26·57	35,000	60·73	1·580	55,000
Buckwheat ...	18,000	29·51	531,000	47·26	·639	339,000
Mixed grains ...	6,500	37·50	259,000	44·32	·603	156,000
Beans	2,703	22·53	63,000	59·60	2·29	144,000
Corn for husking	360	36·60	13,000	56·33	·692	9,000
Potatoes	43,632	147·42	6,432,000	—	·40	2,573,000
Turnips, &c. ...	19,462	360 28	7,012,000	—	·26	1,823,000
		tons.	tons.		per ton.	
Hay and clover ...	662,000	1·94	1,284,000	—	9·70	12,455,000
Fodder corn ...	1,484	11·18	17,000	—	6 33	108,000

Nova Scotia is particularly suited for dairying both from its temperate climate, its succulent pastures, and its splendid local markets and easy access to foreign markets, due to its possession of no fewer than twelve ports on the Atlantic seaboard, including Halifax and Sydney. For sheep-raising the Province offers many inducements, there being more than a million acres of rolling, well-watered, and well-shaded pasturage. There are



THE PARLIAMENT BUILDINGS AT HALIFAX.
The Provincial Legislative Council consists of 21 members; the Legislative Assembly of 38 members, popularly elected.

also splendid openings for rearing swine and poultry, prices for which are excellent and satisfactory to farmers. Market gardening, however, is not indulged in as extensively as it might be.

The openings for the practical farmer with sufficient capital are unsurpassed, owing, particularly, to the strong local demand prevailing for all farm produce. Special attention is being devoted to the emigration to Nova Scotia of a desirable agricultural class—men with capital of £200 to £600 or upwards, who can take up the farms which are now available for them, and can produce from them that which will find ready sale in the markets of the Province, which are made available by an extensive railway system. For these the Agricultural College at Truro (see page 51) is an invaluable institution. This is free to the farmer and to the farmer's son, and, under the charge of Professor Cumming, its work is bearing good fruit. The Government officials also give readily to the prospective farmer any advice and assistance they may be able to furnish.

The openings for the fruit grower in Nova Scotia are excellent. The Province possesses one of the finest districts in the world for apple culture, the famous Annapolis Valley; but practically every county is suitable for fruit-growing. (See page 28.)

To the family man with an independent income, Nova Scotia also appeals strongly, with its home-like social surroundings, its healthy climate, its facilities for educating the rising generation—education being free—and its excellent steamship service to the Mother Country. Particulars as to shooting and fishing will be found on pages 139, 142, 143.

In industries as well as agriculture there are many evidences of the want of capital, both to start and to develop enterprises and to place on a sound financial basis some which have been commenced with inadequate capital. The acquisition of the Dominion Atlantic Railway by the C.P.R. in itself promises well for the future of the Province, and with the bringing of other trans-continental lines into Halifax, Nova Scotia cannot fail to develop still further. Mining and lumbering, in addition to fishing (see page 70), to-day give employment to large numbers of persons, and the extension of the first-mentioned industry is a foregone conclusion. As a mineral-producing Province Nova Scotia is one of the greatest in the Dominion (see pages 68 and 69). Its coalfields are all on the seaboard, and now that matters have assumed a more normal condition as far as labour is concerned, the output of the most will increase. Nova Scotia's coal areas are the largest east of the Rockies, and the only bituminous areas in Eastern Canada. The most important mineral development lately has been the discovery of tungsten, until recently one of the rare metals. This was found in the Musquodoboit Valley, and if the yield is anything like up to the prospect, it will make of Nova Scotia one of the great tungsten-producing countries of the world. Iron is found in every county of the Province, but at the same time a large quantity of iron is imported from Bell Island for use in the manufacture of steel. This is carried on by two companies in Nova Scotia—the Dominion Steel and Coal Company and the Nova Scotia Steel and Coal Company, which will be found described on pages 75-76.



MR. JOHN HOWARD, Agent-General for Nova Scotia.

The Agent-General for Nova Scotia in the United Kingdom is Mr. John Howard, 57a, Pall Mall, London, S.W., from whom information regarding the Province may be obtained.

NOVA SCOTIA CITIES AND TOWNS.

Halifax.—A handsome city and seaport, capital of the Province, and county town of Halifax County. Situated on a magnificent harbour in a deep and spacious inlet of the Atlantic Ocean. Terminus of the Intercolonial Railway, 837 miles from Montreal, and 275 miles from St. John, N.B.; also of the Dominion Atlantic Railway (C.P.R.), running through Annapolis Valley to Yarmouth, 215 miles distant; also of the Halifax and South-Western Railway (controlled by the C.N.R.), running by the south shore to Yarmouth, and 248 miles in length. By the C.P.R., possessing running powers into Halifax over the Intercolonial Railway, the distance to Winnipeg is 2,172 miles, and to Vancouver 3,656 miles. A fortified naval station and dockyard; headquarters of the Atlantic Division of the Canadian Navy. Winter port of the C.P.R., Allan, Royal, Furness, White Star-Dominion, Manchester, and other Atlantic liners. Population 52,000. Outstanding features—Dalhousie College (400 students), splendid scenery, Roman Catholic Cathedral, seat of Anglican bishopric, more English than most Canadian cities, one of the finest harbours in the world, the Citadel (256ft. above sea-level), largest dry dock in Canada, Point Pleasant, public buildings, parks, and gardens. Chief industries—iron foundries and iron working factories of all kinds, factories making soap, paints, candles, tobacco, gunpowder, cotton and woollen goods, paper, spices, chocolates, musical instruments, agricultural implements, sugar refineries, breweries, distilleries. Over 70 factories. Special openings for the manufacture of collars, shirts, furniture, hardware, brushes, tobacco, for the wood-working industry, and for boiler works. Inducements offered by the municipality to new industries. The city has both electric and gas light, good water, about 40 churches, excellent schools, colleges, academies and institutes, seven banks, courthouse, asylum and home for the blind, three hospitals, public market.

Sydney.—A seaport town on the eastern coast of Cape Breton Island (which was formerly an independent colony), possessing one of the finest and safest harbours in the world. Eastern terminus of the Intercolonial Railway, 277 miles from Halifax, and northern terminus of the Sydney and Louisburg Railway, 40 miles long. Electric trams run to Glace Bay and other points, and regular mail steamers ply between North Sydney and Port aux Basques in Newfoundland. Other steamers keep up regular communication with many near and distant ports. Steam ferries across the harbour. Population 20,000. Chief industries—the Dominion Steel Works (covering 600 acres, and employing 3,000 men), coal mining, iron works, planing mill, machine shops, tar and chemical works, cement making, pork packing, boat building, fishing, marble works, various lumber industries, carriage building. Special openings exist for brickyards, flour mill, market gardens, woollen mills, tanneries, and the industries connected with the iron and steel trade. Exemption from taxation, free water, and other inducements are offered to new industries. The city has electric light, public library, hospitals, fifteen churches, five banks, courthouse, good schools, and an academy.

Glace Bay.—A coal-mining town in Cape Breton County, on the Sydney and Louisburg Railway, 14 miles from Sydney, with which it is also connected by an electric railway. Population, 18,000. Chief industries—coal mining (centre of the properties owned by the Dominion Coal Company), wood-working, fishing, machine shops, railway shops. Openings for retail dealers in provisions and clothing. City is lighted by electricity, and has three banks, five churches, high school, waterworks, and the usual civic utilities. Mayor, Mr. Henry Macdonald.

Amherst.—A busy, industrial city at the head of the Cumberland Basin, an inlet of Chignecto Bay, itself an arm of the Bay of Fundy. On the Intercolonial Railway, 138 miles from Halifax, 137 miles from St. John, N.B., and 699 from Montreal. Population 9,200. County town of Cumberland County. Chief industries—manufacture of railway cars, engines and boilers, boots and shoes, builders' materials, carriages, trunks, suspenders, woollen goods, porcelain, collins, fur goods, enamel ware, gypsum works, foundry, rolling mills, pork packing, stone quarries. The city has five banks, wholesale houses, eight churches, three public halls, parks, good schools, and the usual utilities. Nearest port, Fort Lawrence, three miles distant. Mayor, Mr. Thomas P. Lowther.

Yarmouth.—A busy, enterprising and progressive seaport, and manufacturing city at the extreme western end of the Province, on a beautiful narrow harbour, three miles from the Atlantic. Terminus of the Dominion Atlantic Railway (C.P.R.), 215 miles from Halifax, and of the Halifax and South-Western Railway (C.N.R.), 248 miles via the Annapolis Valley from Halifax. Steamer connection with Boston (U.S.A.), St. John, N.B., and Halifax. Large ship-owning port (4th in Canada). County town of Yarmouth County. Population 8,500. Town has electric cars, parks, three banks, a dozen churches, good schools, court house and other public buildings, public library, telephone, electric light. Principal industries—cotton mill, steel shipbuilding, fishing and subsidiary industries, manufacture of boots and shoes, confectionery, boilers, stoves, patent medicines, wood-working factory, foundries, machine shops, export of lumber. Openings exist for a canning establishment and furniture factory. Popular summer resort. Good automobile roads. Mayor, Mr. W. M. Kelley.

Sidney Mines.—A coal-mining town and industrial centre on the north shore of Sydney Harbour, on the eastern coast of Cape Breton Island. On a branch of the Intercolonial Railway, three miles from North Sydney, and 210 miles from Halifax. Population 7,100. Chief industries—Nova Scotia Steel and Coal Company's coal mines (employing 2,000 men) and blast furnaces, coke ovens, and foundries (employing 1,000 men). Special openings for brickyards, market gardens, and industries connected with the production of coal, iron and steel. Exemption from taxation and free water offered to new industries.

New Glasgow.—A busy, industrial town in Pictou County, on the East River, about three miles from Pictou Harbour. On the Intercolonial Railway, 105 miles from Halifax, and 43 from Truro. Short railway to Pictou Landing, the shipping port for local coal mines. Population 7,000. Chief industries—the Nova Scotia Steel Works (employing 4,000 men in its rolling mills, and coal and iron mines), manufacture of tools, steel and wire fencing, drain pipes, glass, harrows, bricks, saw mills, foundry, machine shops, planing mill, electric works, wood-working factory. Special openings for shipbuilding, manufacture of railway cars, house building, iron and steel industries. Exemption from taxation and free water offered. Town has electric light, four banks, seven churches, high school, telephone, and all municipal utilities. Mayor, Mr. Graham Fraser.

Truro.—The county town of Colchester County, on Salmon River, two miles from Cobequid Bay, the eastern arm of the Bay of Fundy. A railway centre on the Intercolonial, 62 miles from Halifax, 213 miles from St. John, N.B., and 775 miles from Montreal; also on the Midland branch of the Dominion Atlantic Railway. Population 6,000. Prominent features—Government College of Agriculture, Victoria Park and its waterfalls, its picturesqueness. City also has county buildings, twelve churches, four banks, telephone service, Truro Academy, good schools, and many social institutions. Chief industries—flour mill, knitting mills, corn mill, machine shop, foundry, manufacture of doors and sashes, hats and caps, mattresses, condensed milk, condiments. Mayor, Mr. George Stuart.

North Sydney.—A seaport town in Cape Breton County, on the north shore of Sydney Harbour, on the North Bar, a natural breakwater. On the Intercolonial Railway, 16 miles from Sydney, and 207 miles from Halifax, but only five miles from Sydney by water. Terminus of I.C.R. steam ferry to Sydney, and regular steamers to Port aux Basques (Newfoundland), St. John, N.B., Charlottetown, Montreal, Quebec, and Halifax. Electric trolley to Sydney Mines. Population 6,000. Town has two banks, five churches, good schools, and the usual public utilities. Industries—manufacture of stoves, bricks, leather, fishing, machine shop, granite works, planing mill, iron foundry. Large piers for the shipment of coal and iron ore. Mayor, Mr. F. L. Kelly.

Dartmouth.—An industrial city on the eastern side of Halifax Harbour, and on the I.C.R., 12 miles from Windsor Junction. Ferry to Halifax. Population 5,000. Manufactures—cordage, skates, sugar, cocoa, organs, molasses, soap; has iron foundries, rolling mill, boiler works, machine shop, shipyards, brewery, corn mills, saw mills, six churches, schools, two banks, telephone and telegraph. Mayor, Mr. T. Notting.

Springhill.—A coal-mining town in Cumberland County, on the Intercolonial Railway, 121 miles from Halifax, and 154 miles from St. John, N.B.; also on the line of the Cumberland Railway and Coal Company, running to the port of Parrsboro'. Population 5,000. Chief industries—two large collieries (annual output 500,000 tons), sash and door factory, furnace factory, planing mill, pork packing. Town has electric light, three banks, five churches, waterworks, good school. Mayor, Lieut.-Colonel E. A. Potter.

Lunenburg.—A seaport, and the county town of Lunenburg County, on Lunenburg Harbour, an inlet of the Atlantic Ocean. On the Halifax and South-Western Railway, 77 miles from Halifax. Population 4,500. Chief industries—fishing (100 vessels employed), and its subsidiary industries, shipbuilding, planing and saw mills, engine works, furniture factory, iron foundry, machine shop; export fish trade to the West Indies, U.S.A., and Western Canada. Town has electric light, three banks, deep water harbour, six churches, telephone, good schools, public utilities. Mayor, Mr. J. J. Kinley.

Westville.—A coal-mining town in Pictou County, on Middle River, and on the Pictou branch of the Intercolonial Railway, three miles from Stellarton, and 103 miles by rail from Halifax. Population 4,000. Town has waterworks, five churches, good schools, one bank, public utilities. Chief industries—coal-mining, planing mill, saw mill, brickyard (fire bricks). Good opening for the establishment of a power plant. Mayor, Mr. McLeod.

Windsor.—The county town of Hampshire, and a seaport at the mouth of the Avon River, running into Minas Basin, an inlet of the Bay of Fundy. On the Dominion Atlantic Railway, 45 miles north-west of Halifax, and 84 miles from Annapolis. Population 3,500. Prominent features—seat of King's College, the oldest university of the Empire outside the British Isles. Church School for Girls, Boys' College, six churches, three banks, hospital, good schools, and public utilities. Chief industries—shipping lumber, gypsum mines, saw mill, foundry, cotton mill, builders' material factory, plaster mills, cooperage, furniture factory, sash and door factory, glue and fertiliser factory, rattan chair-making. Vast deposits of gypsum. Gold, antimony, and manganese in the locality. Over 100 vessels trading from port. Mayor, Mr. Frederick Curry.

Inverness.—A rising town and seaport at the mouth of the Big River in Inverness County, on the west coast of Cape Breton Island. Terminus of the line of the Inverness Railway and Coal Company (C.N.R.), 62 miles from Point Tupper on the I.C.R., and 169 miles from Halifax. Population 3,500. Town has one bank, two churches, three hotels, telegraph, school, and custom house. Chief industries—fishing, shipping, saw mill and lumber trade, coal trade. In the vicinity are rich deposits of gypsum, limestone, freestone, and clay for bricks and earthenware. Becoming a popular summer resort on account of scenery and its fine bathing beach. Port of call for steamers during navigation season.

Pictou.—A seaport, and the county town of Pictou County, on Pictou Harbour, an inlet of Northumberland Strait. On the Intercolonial Railway, 99 miles from Truro, and 118 from Halifax. Regular steamers to Boston, Prince Edward Island, Magdalen Islands, Cape Breton, and Gulf ports. Population, 3,235. Founded in 1773. Chief industries—exporting of coal, shipbuilding, manufacture of tobacco, builders' material, leather, biscuits, lobster packing, foundry, machine shop, saw mill, grist mill, sash and door factory. Openings for additional shipbuilding, brickyards and railway car works. The Pictou coalfield covers an area of 30 to 40 square miles. Town has electric light, two banks, academy (150 students), seven churches, fine Y.M.C.A. building, good schools, convent, and usual civic utilities.

Stellarton.—A coal-mining town in Pictou County, on the East River, and on the Intercolonial Railway, two miles from New Glasgow, 41 miles from Truro, and 103 miles from Halifax. Population 3,000. Town has electric railway, waterworks, five churches, two banks, parks, athletic grounds, schools. Chief industries—coal mining, I.C.R. repair shops, wood-working factory, carriage factory, cigar factory, wholesale warehouses. Openings for iron and steel industries—unlimited stock of coal, and steel rolling mills in the locality. Miners wanted. Mayor, Mr. Campbell.

Liverpool.—A seaport, and the county town of Queen's County, at the mouth of the Mersey River, where it flows into Liverpool Harbour. On the Halifax and South-Western Railway, 112 miles from Halifax. Port of call for steamers between St. John and Halifax. Population 2,500. Industries—shipping, shipbuilding, lumber trade, granite works, tannery, fishing and subsidiary industries, gold mining, iron foundries, pulp mill, paper mill, saw mill, fish trade, carriage factory. Openings exist for an extension of the fishing fleet and a wood-working factory. Town has county buildings, academy, two banks, railway to Milton six miles away, five churches, good schools, fine harbour, telephone and telegraph. Mayor, Mr. D. C. Mulhall.

Parrsboro'.—A seaport and busy little town in Cumberland County, on the north shore of Minas Basin, the eastern arm of the Bay of Fundy. Southern terminus of the line of the Cumberland Railway and Coal Company, 32 miles from Springhill Junction on the I.C.R., and 155 miles by rail from Halifax. Steamers to Kingsport and Wolfville in connection with the Dominion Atlantic Railway, and forming the shortest route to Halifax. Population 2,500. Industries—shipping port for Springhill coal mines, shipbuilding, manufacture of moccasins, shoepacks, wood blocks, planing mill and wood-working factory; large exports of lumber. Town has three banks, five churches, telephone, good school. Resort for fishing and caribou and moose shooting. Mayor, Mr. P. L. Spicer.

Kentville.—Shire town of King's County on the Dominion Atlantic Railway, 70 miles from Halifax. Population 2,731. Machine and car shops of the Dominion Atlantic Railway are located here. Saw mills, carriage factory, machine and engine works, foundry. Town has two banks, five churches, county buildings, seven hotels, telegraph. Mayor, Mr. H. H. Wickwire.

Bridgewater.—A seaport in Lunenburg County, at the head of navigation on La Have River, 12 miles west of Lunenburg on the Atlantic Ocean. On the Halifax and South-Western Railway, 81 miles from Halifax. Steamers twice a week to Halifax. Population 2,560. Industries—export trade in lumber to Britain, U.S.A., and South America, shipbuilding, gold mining in the vicinity, lumber mills, carding mill, wood-working factory, foundry, fish curing, and the manufacture of leather, furniture, oil clothing, wood pulp, granite quarries. Town has six churches, four banks, good schools, academy, three hotels, telephone and telegraph. Centre for salmon fishing and moose hunting.

Wolfville.—A seaport, market town, academic centre, and summer resort in King's County, on Minas Basin, at the mouth of the Cornwallis River. On the Dominion Atlantic Railway, 63 miles from Halifax. Daily steamer to Parrsboro', on the opposite shore of Minas Basin. Population 2,000. Outstanding features—large Baptist College (Acadia), entrance to "Land of Evangeline," Gaspereau Valley, Evangeline Beach. Apple growing and exporting. Town has electric light, waterworks, beautiful streets, five churches, two banks, excellent schools, telephone, and large steam laundry. Industries—sash and door factory, the evaporating of apples, lumber mill. Mayor, Mr. T. L. Harvey.

Antigonish.—The county town of Antigonish County, on St. George's Bay, an inlet of the Gulf of St. Lawrence, and at the mouth of the West River. On the Intercolonial Railway, 146 miles from Halifax, and 131 miles west of Sydney. Population 2,000. Seat of R.C. bishopric. Town has electric light, St. Francis Xavier's College (R.C.), good schools, four churches, three banks, telephone, convent school. Industries—carding mill, woollen mill, cheese factory, condensed milk factory, flour mill, saw mill, planing mill. Mayor, Mr. Dougal MacIsaac.

Arichat.—An historic town and seaport on Madame Island, in Richmond County (Cape Breton Island), of which it is the shire town, 31 miles from Port Mulgrave, and nine miles from Grand Anse, both on the I.C.R. Population, 2,000. Founded by the French in 1730. Town has a fine harbour, county buildings, three churches, two schools, two banks, telegraph, three hotels. Industries—farming, cranberry-growing, fishing, shipping, carding mill. Openings for all branches of the fish industry, sheep-raising, and the manufacture of woollens.

Bear River.—A seaport and lumber town at the head of navigation on Bear River, in Digby County, and on the Dominion Atlantic Railway, six miles from Digby, and 143 miles from Halifax. Steamers to St. John, N.B. Population 2,000. Industries—a large number of saw mills, granite quarries, shipyards, grist mills, threshing mills, foundry, tannery, trade in lumber, grain and cordwood. Both hard and soft wood abundant. Town has six churches, academy and good schools, one bank, telephone and telegraph. Opportunity to develop water-power and establish a pulp mill.

Oxford.—An industrial town on the River Philip, in Cumberland County, and on the Intercolonial Railway, 31 miles from Amherst, and 197 miles from Halifax. Population 2,000. Industries—manufacture of woollens, carriages, furniture, clothing, saw mills, grist mill, wood-working factory. Town has electric light, four churches, high school, one bank, one hotel, and public utilities. Openings for house-builders. Mayor, Mr. A. M. Hingley.

Port Hood.—A seaport, and the shire town of Inverness County on Cape Breton Island, in the Gulf of St. Lawrence, and on the line of the Inverness Railway and Coal Company, 24 miles from Point Tupper on the I.C.R., and 220 miles from Halifax. Steamers to Pictou and Prince Edward Island. Population 2,000. Town has county buildings, three churches, convent, good school, three hotels, one bank, telegraph office. Industries—mackerel fishing, Port Hood Coal Mines (200 workmen) in vicinity, lumber mill, lobster and beef canning, farming. Mayor, Mr. D. F. McLean (for the sixth time).

Louisburg.—An historic town and seaport on a fine harbour on the south-east coast of Cape Breton County, and terminus of the Sydney and Louisburg Railway, 40 miles from Sydney, and 317 miles from Halifax. Population 1,855. Industries—winter shipping port for the iron and steel and other industries of Sydney; fishing and subsidiary industries. Openings for shipbuilding, deep-sea fishing, and the iron and steel industries. Town has electric light and power, five churches, one bank, schools, telegraph, four miles of water frontage for schooners. Ruins of immense fortifications, costing $6,000,000, built by the French prior to 1758, and finally captured by General Wolfe.

Canso.—A seaport in Guysborough County, on Canso Harbour, 25 miles from Port Mulgrave, on the I.C.R. Steamers to Port Mulgrave. Population 1,734. The most important submarine cable station in America, 11 cables landing here from Europe. One bank, two hotels, churches, and schools. Mayor, Mr R. A. Rice.

Shelburne.—A seaport, and the county town of Shelburne County, on Roseway River and Shelburne Harbour, and on the Halifax and South Western Railway, 165 miles from Halifax. Population 1,500. Industries—shipbuilding, fishing, and the lumber trade and its allied industries. Town has electric light and power, seven churches, three hotels, one bank, schools, county buildings, and telegraph. Mayor, Mr. R. A. Bruce.

Digby.—A popular summer resort, and the shire town of Digby County, on Digby Basin, in the Bay of Fundy, and on the Dominion Atlantic Railway, 149 miles from Halifax, and 69 miles from Yarmouth. Population 1,750 (in summer 2,000). Industries—shipbuilding, fishing and allied industries, wood-working factories, canning factories, canvas goods. Town has two banks, academy and schools, five churches, four hotels, and extra summer hotels, telephone and telegraph. Steamer to St. John, N.B. Openings for brickmaking, sheep farming, and market gardens. Mayor, Mr. H. B. Short.

Annapolis Royal.—The oldest settlement in Canada. Shire town of Annapolis County, and seaport on the Annapolis Basin, an inlet of the Bay of Fundy. On the Dominion Atlantic Railway, 129 miles from Halifax. Steamers to St. John, N.B., 65 miles distant. Population 1,019. Celebrated its tercentenary in 1904. Monument to De Monts. Original name, "Port Royal." Town has county buildings, six churches, two banks, good schools, electric light, telephone, waterworks. Industries—shipbuilding, wood-working factories, brickyards; exports apples, fish, and lumber. District famous for apples. Openings for fruit growers. Ferry to Digby. Mayor, Mr. H. A. West.

OTHER TOWNS.

Barrington (1,600), Thorburn (1,750), Gabarouse (1,700), Mahone Bay (1,600), Tracadie (1,500), Sheet Harbour (1,500), Tatamagouche (1,500), Clarke's Harbour (1,500), Margaree Harbour (1,500), Baddeck (1,250), Lockeport (750), Bridgetown (900), Guysboro' (800), Hantsport (713), Hawkesbury (635), Port Hastings (600), Stewiacke (427).

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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PRINCE EDWARD ISLAND.

Area, 2,184 square miles. **Population, 103,259 (1901).**

LIEUTENANT-GOVERNOR: The Hon. BENJAMIN ROGERS.

THE MINISTRY.

The Hon. F. L. HASZARD, Premier, President of Council, and Attorney-General.
The Hon. J. H. CUMMISKEY, Commissioner of Public Works.
The Hon. JOHN RICHARDS, Provincial Secretary, Treasurer, and Commissioner of Agriculture.
The Hon. G. E. HUGHES, The Hon. B. GALLANT, The Hon. J. D. McINNES, The Hon. J. REID, The Hon. J. McMILLAN, The Hon. L. McDONALD — Without Portfolio.

THE "Garden Province," as Prince Edward Island is called, is the smallest of the Provinces of Canada, but it is also the most thickly settled, 85 per cent. of its area being occupied. A crescent-shaped island, lying within the curve of the mainland of Nova Scotia and New Brunswick, in the Gulf of St. Lawrence, it is 140 miles in length, and its width varies from two to nine miles, the indentations of the coast line being so numerous that no part of the Province is far from the sea.

The island is pre-eminently an agricultural Province, and few countries, considering everything, are better adapted for profitable farming. It is noted for the fertility of its soil, nearly the whole of its beautifully undulating expanse consisting of cultivable land. The soil, which is well watered with numerous springs and rivers, is rich, light, and warm, with here and there somewhat richer clay areas. So great are the island's natural resources that it is said that twice its present population might be maintained with ease.



THE HON. F. L. HASZARD,
The Premier.

The occupied land is divided between 13,199 farms of five acres and over, and 865 lots less than five acres. The average size of farms is 90.74 acres, of which 55.14 are improved. Prince Edward Island is a desirable place for immigrants in search of improved farms with buildings and within reach of the social comforts of life to be found in a comparatively old well-settled country. Scientific farmers with a little capital can here obtain excellent farms at from $30 to $40 an acre, and reach a more independent position than is possible in Great Britain. Nor are these farms by any means worn out or inferior; on the contrary, they are often among the best farms, which will yield a good return for the work bestowed on them and afford a good income. There are also openings for a limited number of agricultural labourers to take employment on the farms of the Province, with a view to acquainting themselves with the system of agriculture prevailing here, and of eventually purchasing land of their own.

The chief products of the island are butter, cheese, beef, bacon, poultry, and fruit, while the cattle, horses, sheep, and swine, which are bred, are all of excellent quality and high value. The old idea that fruit could not be grown in the island has been exploded. The industry is yet in its initial stage, but it is being prosecuted more vigorously than formerly, and the yield is three or four times greater than it was a decade ago. The most abundant fruits are apples, plums, and cherries. Dairying has also greatly improved in the island within recent years, and is now an important industry.

The following table shows the field crops raised in 1910:—

Crops.	Area.	Yield per Acre.	Total Yield.	Weight per Measured Bushel.	Average Price $	Total Value.
	Acres.	Bushels.	Bushels.	lb.	Per Bush.	$
Spring Wheat ...	30,000	20·52	615,600	60.00	·957	589,000
Oats	185,800	36·48	6,778,000	37·20	·365	2,474,000
Barley	5,700	28·00	159,6 0	48·32	·572	91,300
Peas	500	17·00	8,500	59·00	·90	7,600
Buckwheat	3,812	30·67	114,000	47·33	·60	70,000
Mixed grains	15,000	42·44	636,000	44·73	·404	257,000
Beans	164	17·00	2,800	56·00	1·50	4,200
Potatoes	34,041	144·38	4,915,000	—	·33	1,622,000
Turnips	8,352	497·47	4,155,000	—	·18	748,000
		tons.	tons.		per ton.	
Hay and Clover ...	244,800	2·02	495,000	—	8·30	4,109,000
Fodder corn	683	11·07	8,000	—	2.00	16,000

The fisheries of Prince Edward Island are exceedingly valuable, particularly those on the north coast, and this industry must be classed as one of the standard resources. The catch includes salmon, mackerel, lobsters, cod, haddock, hake, pollock, halibut, brent, eels, and oysters. There are no fewer than 200 lobster canneries in the Province, and the oysters are famous for their abundance and excellence. It is said that no ground in the world is better adapted for the scientific propagation of this shell-fish than certain sections of the island's shores.



HARVESTING OATS.

There is plenty of sport to be had both with rod and gun. The rivers and lakes abound with trout and salmon, and in autumn and winter wild geese, black duck, and sea-fowl afford excellent shooting.

For the tourist the summer climate of Prince Edward Island is an ideal one, and the scenery is very beautiful. The Province has been called the Emerald Isle of the West, from the abundance of its vegetation.



THE PROVINCIAL GOVERNMENT BUILDINGS AT CHARLOTTETOWN.
The Legislature consists of 30 members—15 Councillors and 15 Assemblymen.

Towns.

Charlottetown.—The capital of the Province, on a splendid harbour, with a steamship service from Pictou, N.S., Montreal and Quebec, and Boston and Halifax, N.S. On P.E.I. Rly. Population, 12,100. The Prince of Wales College and the Normal School are excellent institutions. Industries—Condensed milk; foundry and machine shop; a heat, light, and power company; pork packing; sash factory; aerated waters; tobacco; soap; lobster packing; starch factory; fishing; saw mill.

Summerside.—Steamship terminus and tourist resort, with bathing, boating, trout-fishing, and beautiful drives. On P.E.I. Rly. Population, 3,200. Exports—Farm produce and Malpeque oysters, lobsters, butter, and cheese. Industries—Creamery, flour and grist mill, lobster packing, farm implements.

Souris.—A fishing centre. On P.E.I. Rly. Population about 1,400. Industries—Saw mill, fishing (principally lobsters).

Georgetown.—A small seaport on P.E.I. Rly., 30 miles from Charlottetown. Population, 1,251. Industries—Lobster packing, foundry, etc.

Other Towns.—Montague (800), Alberton (700), Mount Stewart (500).

Representative in London: Mr. Harrison Watson, 75, Basinghall Street, E.C.

THE PROVINCE OF NEW BRUNSWICK.

Area, 27,911 square miles of land; 74 of water. **Population, 331,120 (1901).**

LIEUTENANT-GOVERNOR: THE HON. L. J. TWEEDIE.

THE MINISTRY.

The Hon. J. D. HAZEN, Premier and Attorney-General.
The Hon. R. MAXWELL, President of the Council.
The Hon. J. K. FLEMMING, Provincial Secretary.
The Hon. J. MORRISSY, Chief Commissioner of Public Works.
The Hon. W. C. HAZEN GRIMMER, Surveyor-General.
The Hon. D. V. LANDRY, Commissioner of Agriculture.
The Hon. H. F. McLEOD, Solicitor-General.

WHILE the area of New Brunswick is a trifle less than that of either Scotland or Ireland, the proportion of cultivable land is much higher than in the case of the former, and about as high as that of the latter, only about 27 per cent. being at present unfit for agricultural purposes. Settlement has largely followed the numerous fertile river valleys, but good land is found throughout. The climate is less moist than that of the British Isles, with much snow in winter and warm, dry summers, which bring on vegetation rapidly.



THE HON. J. D. HAZEN,
The Premier.

The population of the Province is very largely British in its character, though there is also a French element. For British emigrants with a capital of £500 or upwards it offers particular attractions for mixed farming or fruit-growing. Of the 37,585 rural "occupiers" in the Province, 35,397 are owners. The Crown lands, of which there are 50,000 acres, can be purchased at $1 an acre, payable in four annual instalments. Agricultural labourers are desired, while young women accustomed to household work, whether on the farm or in towns, will readily find employment at good wages.

The Government freely give assistance all along the line to the agriculturist. They send out men specially educated for the purpose of instructing the farmer in the very latest and most approved methods of scientific farming; they employ horticulturists, who devote their whole time to the work of fruit-growing, etc.; they assist butter factories; they give grants to agricultural societies and assist agricultural exhibitions, over 100 of which were organised during one year alone as the direct result of the Agricultural Department's efforts. This policy is bringing New Brunswick to the forefront from an agricultural standpoint, and giving the people of the Province themselves a better knowledge of the productiveness of the soil than they had in the past. During the past century lumber has absorbed the attention of the great majority. The vast forests were easily accessible, and from them the farmer and the operator could see a quick cash return. In point of fact, however, the man who has devoted himself to agriculture in the Province and left lumbering alone, attending strictly to his farm, is in most cases independently well-off, with a substantial bank account. On the other hand, the lumbering industry has not worked well in the majority of these cases, because the farmer was not suited to it, and oftener went to the wall than made a success of it.

The following table shows the field crops of 1910:—

Crops.	Area.	Yield per Acre.	Total Yield.	Weight per Measured Bushel.	Average Price $.	Total Value.
	Acres.	Bushels.	Bushels.	lb.	Per Bush.	$
Spring wheat ...	19,500	19·03	371,000	30·50	1·125	418,000
Oats	213,900	29·60	651,000	36·00	·452	2,871,000
Barley	2,900	25·20	73,000	48·78	·670	49,000
Peas	2,300	23·77	55,000	57·86	1·262	69,000
Buckwheat	58,624	28·88	1,693,000	47·94	·529	896,000
Mixed grains	4,900	29·73	146,000	46·15	·573	84,000
Beans	1,530	23·00	35,000	59·08	2·360	83,000
Potatoes	55,482	154·92	7,486,000	—	·44	3,294,000
Turnips, &c.	5,320	266·38	1,417,000	—	·25	368,000
		tons.	tons.		per ton.	
Hay and clover ...	685,000	1·84	1,261,000	—	8.56	10,794,000
Fodder corn	687	9·82	7,000	—	4·66	33,000

There is an excellent water supply in every part of New Brunswick; while, owing to the railroads running in every direction—the Intercolonial, the C.P.R., the G.T.P., the New Brunswick Southern, the Temiscouata Railway, etc.—and the excellent steamboat services on the rivers, there is every facility for sending the produce to market without having to haul it a great distance.



THE PARLIAMENT BUILDINGS AT FREDERICTON.
The Provincial Legislative Assembly consists of 46 members, popularly elected.

While farming takes first place among the industries of the Province, there are also good opportunities for the employment and investment of capital in lumbering, coal-mining, and petroleum. There is now developed and in operation a very large iron industry, which is being carried on by the Canada Iron Corporation, a company with a capital of $10,000,000. They have acquired a property in the county of Gloucester, in the northern part of the Province, which is estimated to contain at least 30,000,000 tons of iron reported available, 10,000,000 tons of which is in one mountain, not requiring any sinking of shafts, but being simply broken down from the hill and tipped from the crushing machine into the cars to be taken to the docks. The company have built a railway nineteen miles long from the mine to the Intercolonial Railway, which is equipped with 80 lb. rails, the heaviest in Canada to-day. They have built their own cars, and have constructed docks and terminals at Newcastle, in the county of Northumberland, at a cost of $125,000. They are able, by the machinery they have there, to load a 5,000-ton ship in less than three hours. The company expect to be able to ship from 4,000 to 5,000 tons a day during the shipping season, which will cover about 200 days, the Miramichi River being frozen up during a portion of the winter. It is a very large industry, and will yield a large amount of income to the Province in the shape of royalty. In the county of Albert natural gas and oil have been found—gas in very large quantities, and oil in fairly large quantities, but scarcely sufficiently large at present for mining purposes, though there is every indication of its presence in plenty. About eight bore-holes have been sunk for gas, and some of these are producing as much as 5,000,000 ft. of gas per day, the smallest over 1,000,000 ft. It is intended to place this gas on the market for lighting and heating purposes and motive power. It is proposed to take it into the city of Moncton, twelve miles from where it is found, and also into



MR. A. BOWDER,
The Province's Representative in London.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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NEW BRUNSWICK
(CANADA).
The Land of Comfortable Homes.



Farms of 100 acres or more partly cleared, some with good buildings, may be bought at from £100 upwards.

Crown Lands uncleared may be had to the extent of 100 acres for each male settler at the rate of 4s. per acre.

BECAUSE it is the land of sunshine, equable climate and picturesque mingling of woodland, field, river and lake, where **Crop failures are unknown.** It is the land of fruit, flowers and clover, of green luxuriant grasses and vegetables, roots and cereals of the highest quality, of cheap and abundant coal, wood and building materials, and of hunting and fishing par excellence. In forest, lake and stream, moose, caribou, deer, bears, the lordly salmon and the elusive trout are all to be had by one who learns their ways.

This province is within 6 days' journey from the Old Land. The steamer which takes you from English, Scotch or Irish soil lands you on the New Brunswick shore. No long, tiresome and expensive railway journey is required to reach this, **the Busy East of Canada** which offers splendid opportunities for investment and remunerative labour in the development of its many and varied resources.

The Province of New Brunswick

CONTAINS:

Nearly 18 million acres of land area.

Embracing 14 million acres good agricultural land.

With fully 6 million acres desirable orchard sites.

Broad river valleys furnishing a flow for immense water powers.

Rich agricultural lands suited to all crops native to the Temperate zones.

Useful and ample Coal areas and immense Iron deposits.

Natural Gas and Oil in great volume, with millions of tons of rich Oil Shales.

St. John, the Winter port of Canada, one of the best manufacturing sites.

Wide forest areas providing raw material for many manufactures.

Inland Waterways affording cheap transport for large territories.

Climatic conditions favourable for Live Stock Husbandry and Dairying.

Knowledge of other valuable resources will be gladly furnished enquirers.

New Brunswick Fruit Lands

1. Are producing the finest flavoured apples in the world.
2. Are available in the thousands of acres.
3. Are the lowest priced in the world.
4. Are encircled by magnificent scenery.
5. Are endowed with an ideal climate.
6. Are within a few hours reach by water of the Atlantic Seaports.
7. Are so situated that their produce can be shipped to the British Isles by an all-water route.
8. Are equipped with a magnificent cold storage warehouse in St. John.
9. Are only five days' journey from the Old Country, the best and most enduring market in the world.
10. Are adjacent to the best salmon and trout fishing waters and small and big game hunting grounds on the Continent.
11. Are directly connected with the Canadian Pacific, Grand Trunk Pacific, Intercolonial and United States railway systems.
12. Are closely connected by the Canadian Pacific, Allan, Dominion, Canadian Northern and other Steamship Companies' lines, to all the principal ports and markets of the world.

For all information enquire of or write to

A. BOWDER, New Brunswick Offices, 37, Southampton Street, Strand, London, W.C.

the city of St. John, the growing winter port, considerably farther away. There is no doubt that this is also a growing concern at present, which will be a very valuable asset to the Province. There are also mines of different sorts not fully developed. A large amount of money has been spent in prospecting, and prospecting is still going on. There is no doubt that copper and antimony occur in large quantities.

Full information regarding the Province can be obtained from Mr. A. Bowder, Agent for the Province, Dudley House, Southampton Street, Strand, London, W.C.

—**—

NEW BRUNSWICK CITIES AND TOWNS.

Fredericton.—"The Celestial City." Capital of the Province. A beautiful city on the River St. John, about 60 miles north-north-west of St. John City. On the C.P.R., 66 miles from St. John, and 461 miles from Montreal; and on the Intercolonial Railway, 120 miles from Chatham. Daily steamer communication with St. John. Population 8,000. Outstanding features—University of New Brunswick, Parliament and Government Buildings, Anglican Cathedral, Normal School for Province, Government House (of historic interest), canoeing, shooting and fishing centre. Chief industries—lumber mills, canoe and motor-boat building, tannery, foundry, machine shop, boot and shoe factory, grist mill. Special openings for all industries connected with wood-working. City has electric light and gas, five banks, many churches and schools, two bridges over the St. John River, telephone, city hall, court-house, barracks, exhibition buildings. Founded in 1785 by Sir Guy Carleton, and originally named St. Ann's. Mayor, Mr. C. H. Thomas.

St. John.—A very important maritime port, industrial centre, and progressive city, at the mouth of the St. John River in the Bay of Fundy. Canadian terminus during the winter for the C.P.R. and Allan liners, and for other Transatlantic lines. All-the-year port for many steamers. Regular sailings to South Africa, West Indies, Boston, and other points. Steamers to Digby, N.S., across the bay, and for many miles up the St. John River—"the Rhine of Canada." On the C.P.R., 483 miles from Montreal, and 275 miles from Halifax; also on the Intercolonial Railway, 89 miles from Moncton. Population 51,000. Prominent features—The "Reversible Falls," splendid harbour, magnificent river, fine school buildings, cool, bracing summer climate, Fort La Tour (1631), Martello Tower (1812), King Square, the old burying ground, Queen Square, the Market Slip, monument to Champlain, C.P.R. docks and elevators, Intercolonial docks and elevators, school for the deaf, Fernhill Cemetery, Rockwood Park, Riverview Park, and Soldiers' Monument (South Africa), Seaside Park, Prospect Park, Suspension Bridge, Railway Bridge. Chief industries—pulp mills, rolling mills, foundries, engine works, saw mills, limekilns, wood-working factory, edge-tools factory; manufacture of leather, brass goods, nails, saws, brushes, cotton goods, soap, vinegar, paper boxes, cigars, spice, confectionery, paint, fertilisers; fish curing, marble works, corn mills. Projected industry—a big dry dock and shipbuilding. Special openings for pulp and paper mills, furniture factories, shipbuilding, manufacture of textiles, boot and shoe factories, wholesale houses, cement works. City has electric light, street railway, 17 banks, public library, 44 churches, five daily newspapers, yacht club, golf club, tennis club, fine beaches and good sea bathing, many fine wharves, good trout fishing and shooting. Mayor, Mr. James H. Frink. Secretary of Tourist Information Bureau, Miss Annie E. Tingey.

Moncton.—A railway town on the Petitcodiac River. Headquarters of the Intercolonial Railway, 186 miles from Halifax, 89 miles from St. John, and 651 miles from Montreal. Also on the C.P.R., 572 miles from Montreal, and the Moncton and Buctouche Railway to Buctouche Harbour, 32 miles distant. Headquarters of the Shepody Navigation Company. Population 12,000. Outstanding features—the "Bore" (30 feet difference between high and low tide), outfitting point for hunters, natural gas and mineral oil. Chief industries—workshops of the I.C.R., cotton mill, car works, machine shops, corn mill, lumber mills and the manufacture of builders' material, clothing, biscuits, wire fencing, railway sleepers, barrels. Openings for skilled iron workers, house builders, and the manufacture of furniture, woollen goods, and worsted yarn. City grants an annual cash bonus to new, approved industries. It has a fine harbour, nine churches, four banks, telephone, electric light, good schools. Natural gas for distribution and a street railway are expected in 1911.

Chatham.—An industrial city on the Miramichi River, a few miles from Miramichi Bay, in the Gulf of St. Lawrence. On the Fredericton branch of the I.C.R., 120 miles from the capital, and having connection with the main I.C.R. line at Chatham Junction, 12 miles distant. It is 591 miles to Montreal, 270 miles to Halifax, 173 miles to St. John, and 84 miles to Moncton. Steamers to river points. Population 6,000. City has R.C. Cathedral, R.C. College, four churches, good schools, fine park, public library, excellent harbour, hospital, race track, electric light, two banks, telephone service. Chief industries—pulp mills, planing mills, lumber mills, engine and machine works, fish trade, lumber export trade. Special openings for manufacturing industries of all kinds. Inducements offered—factory sites close to deep water, low freight rates to coal deposits, abundant wood. Nearest New Brunswick port to Great Britain.

Campbellton.—A lumber town and seaport on Restigouche River, at the head of deep water navigation. On the Intercolonial Railway, 466 miles from Montreal, 274 miles from St. John, and 185 miles from Moncton. Terminus of the International Railway of New Brunswick, under construction to St. Leonard's, 113 miles to the south-south-west. Steamer communication with Gaspe and other points during the summer. The town was totally destroyed by fire on July 11th, 1910, but is being rapidly rebuilt. Population 5,000. Projected enlargement of I.C.R. railway shops. Moose, caribou, and deer are abundant in the locality. Outfitting point for sportsmen and hunters. Restigouche salmon are famous in Eastern Canada.

Caraquet (with Upper Caraquet).—A lumber town and fishing port at the extreme N.W. of the Province. On the Caraquet River, and on the Caraquet and Gulf Shore Railway, 65 miles from Bathurst, and 70 miles from Gloucester Junction, where it connects with the I.C.R. Population 5,000. Industries—fishing, lumber mills, saw mills, flour mill, lobster factories, tannery. Town has three churches, five hotels, good schools, telegraph. Popular summer resort.

Woodstock.—A thriving market town on the St. John River and the C.P.R., 64 miles west of Fredericton (by rail), and 131 miles from St. John. County town of Carleton County. Population 4,000. City has electric light, eight churches, three banks, good schools, and several hotels. Principal industries—foundries, tannery, sawmill, pork packing, wood-working factory, creamery, grist mill, planing mill, carriage factory, barrel factory. Special openings exist for the manufacture of farm and forest products and for allied industries.

Sackville.—A small industrial town and seaport at the head of Cumberland Basin, Chignecto Bay, north-eastern inlet of the Bay of Fundy, and on the I.C.R., 38 miles south of Moncton, and 127 miles east of St. John. Terminus of the New Brunswick and Prince Edward Island Railway to Cape Tormentine, 35 miles distant. Population 4,000. Seat of the Mount Allison Methodist University and its allied institutions (ladies' college, conservatory of music, etc.). Town has electric light, two banks, six churches, good school. Principal industries—stone quarries, saw mill, foundry, stove works, grist mill, tannery, harness factory, carding mill, lumber mills, builders' material factory.

Bathurst.—A small industrial town and seaport on Nipisquit Bay, an arm of Chaleur Bay, in the north-west of the Province. County town of Gloucester County. On the main line of the I.C.R., 211 miles from St. John, 122 miles from Moncton, and 529 miles from Montreal. Port of entry. Population 4,000. Industries—salmon trade, lumber and shingle mills, sash and door factory, grist mill, brickyard. Iron mines 23 miles distant. Town has four churches, two banks, schools, and a handsome bridge, and is growing popular as a summer resort. Improvements are being made in the harbour, into which empty four rivers, one of them, the Nipisquit, being renowned, far and wide, for its fly salmon fishing.

Fairville.—A western suburb of St. John, across the Grand Bay. On the C.P.R., and connected with St. John by electric car, from which it is distant about three miles. Population 3,500. It has a hospital, churches, school, telephone, post-office, and bank. Industries—pulp mill, brickyard, pork packing, box factory, saw mill, brewery. Special openings for a lawyer, good hotel, and factories of all kinds. Inducements offered by the town to manufacturers to locate here.

Newcastle.—A small industrial town on the left bank of the Miramichi River, 6 miles from Chatham Junction, on the main line of the I.C.R., 573 miles from Montreal, 167 miles from St. John, and 78 miles north of Moncton. County town of Northumberland County. Deep water navigation. Population 3,000. Town has county buildings, five churches, two banks, electric light, schools and water-power. Industries—outfitting point for hunting and fishing, factories turning out chairs, carriages, wood ship knees, lumber mills, stone quarries, and brickyards. Fish of all kinds abundant.

St. Stephen.—A small industrial town and seaport in the S.W. corner of the Province, on the St. Croix River, opposite the Maine town of Calais (population 7,000). On the C.P.R., via McAdam Junction, 432 miles from Montreal, and terminus of the N.B. Southern Railway, 84 miles from St. John. Steamers to Grand Manan and other ports, and electric railway to Calais and Milltown. Population 2,850. Town has excellent water-power, electric light, gas, six churches, three schools, two banks, telephone. Industries—manufacture of chemicals, clothing, axes, soap, bricks, boxes, confectionery, cornmeal. Special opportunities for developing water power and creating an Atlantic port—the nearest to Montreal and many inland centres.

Sussex.—An attractive market town and industrial centre in King's County, on the Kennebec River, and on the I.C.R., 44 miles north-east of St. John, and 45 miles south-west of Moncton. Population 2,500. It has Provincial Dairy School, County Exhibition Buildings, electric light, six churches, two banks, schools, and is the centre of a rich agricultural district. Industries—manufacture of furniture, carriages, farm implements, refrigerators, tinware, paper boxes, wood-working machinery, butter and cheese factories, cannery, pork packing.

Marysville.—A small cotton manufacturing town, three miles from Fredericton, on the Nashawaak River, and on the Fredericton-Chatham division of the I.C.R. Population 2,000. Industries—the Alexander Gibson Manufacturing Company's large cotton factory, lumber mills. The town has many fine residences, five churches, four schools, a bank, telegraph. Openings for labour in the cotton mills and lumber trade. The firm above-mentioned have been chiefly instrumental in building up the town.

Milltown.—A small manufacturing and residential town in the south-west corner of the Province, in Charlotte County, two miles from St. Stephen, and 86 miles from St. John. Electric cars to St Stephen, and railway facilities across the River St. Croix, in the State of Maine. Population 2,000. Industries—coloured cotton mills employing about 500 hands, saw and edge-tool factory, grist mill, lumber mills. Several bridges span the river, giving access to the State of Maine, and the town has five churches, schools, telegraph, and post-office.

Shediac.—A small town and seaport in Westmorland County, on Shediac Bay, in Northumberland Strait, and on a branch of the I.C.R., 17 miles from Moncton. Steamer connection with Prince Edward Island from Point du Chene, 2½ miles distant. Population 2,000. Town has a bank, five churches, schools, and hotels. Industries—lobster packing, saw mills, flour mill, lumber mills, tannery, boot and shoe factory. Attractive summer resorts along the coast, and excellent fishing everywhere.

Grand Falls.—A power town at the head of navigation on the St. John River, and on the C.P.R., 202 miles from St. John. County town of Victoria County. Population 1,900. Town has county buildings, four churches, telegraph, telephone, bank, and schools. Industries—immense pulp and paper mills under construction, lumber mills, saw mills, wood-working factory, grist mill, planing mill, power development. A fall here of 180 ft. in the River St. John affords the opportunity of developing as much as 200,000 horse-power. Handsome suspension bridge spans the river over the falls. Big game abundant.

Edmundston. The county town of Madawaska County, in the north-western portion of the Province. On the C.P.R., 240 miles north-west of St. John; on the Temiscouata Railway, 81 miles south-east of Riviere du Loup; divisional point on the new G.T.P. transcontinental now under construction; and on the B. and A. Railway. Population 1,800. Both sides of the St. John River for many miles are settled by French, who are engaged in farming and lumbering. Town has three churches, school, two banks, and hotels. Saw mill. Openings for a pulp mill, wood-working industries, and lumbering. Power up to 600 horse-power available. Fish and big game abundant.

St. Andrews.—County town of Charlotte County. A deep water port on Passamaquoddy Bay and the St. Croix River, in the south-west corner of the Province. The Atlantic terminus of the C.P.R., 42 miles from McAdam Junction, and 441 miles from Montreal. It is 60 miles from St. John, and three miles from the American boundary. Daily steamers to St. Stephen and ports in the U.S.A. Population 1,500. Harbour will accommodate the largest vessels, and is open all the year. Chief industry is fishing. Town has county buildings, tourist hotels, good schools, custom house, bank, telephone, golf links, and five churches. Popular summer resort. Fresh water and deep-sea fishing. Oak tanned leather works. Openings exist for the working of granite quarries, and the development of hydro-electric power.

Hillsborough.—A small seaport town in Albert County on the Petitcodiac River. On the Salisbury and Albert Railway, 24 miles from Salisbury, on the I.C.R., and 100 miles by rail from St. John. Port of entry. First settled in 1763. Population 1,250. Industries—valuable gypsum mines in the vicinity (annual output 100,000 tons), plaster mills, flour mills, railway machine shops, carriage factory, wood-working factory. Town has several churches, good schools, a bank, and telegraph office.

Dalhousie.—A seaport and county town of Restigouche County, in the north of the Province, at the mouth of the Restigouche River on Chaleur Bay, and on a branch of the I.C.R., seven miles from the main line at Dalhousie Junction, 432 miles from Montreal, and 272 miles from St. John. Steamer connection with coast points. Population 1,400. Splendid deep water harbour. Industries—lumbering, fishing, and allied industries. Surrounded by forests (cedar, spruce, birch, pine, maple). Popular summer resort. Fine salmon fishing. Town has churches, school, bank, telegraph. Openings for development of water-power, a flour mill, foundry, machine shop, and the wood-working industries.

Hartland.—A small market town on the St. John River, in Carleton County, on the C.P.R., 15 miles from Woodstock, and 69 miles by rail from Fredericton. Population 800. Industries—saw mills, grist mills, tannery, cement blocks. Splendid farming district. Town has two banks, four churches, grammar school, telegraph.

Richibucto.—County town of Kent. A seaport at the mouth of the Richibucto River on the Gulf of St. Lawrence, and on the Kent Northern Railway, 27 miles from Kent Junction on the I.C.R. Town has four churches, schools, and telegraph. Lumbering and fishing industries carried on; tannery. Population 750.

Gagetown.—County town of Queen's County. On a creek of the St. John River, 50 miles from St. John, and 25 miles from Fredericton. C.P.R. station 24 miles distant. Population 250.

Dorchester.—County town of Westmoreland County. On the I.C.R., 12 miles from Sackville, and 27 miles from Moncton. County buildings, five churches, schools, bank and telegraph.

Hopewell Cape.—County town of Albert County. On the Petitcodiac River, at the head of Shepody Bay, and on the Salisbury and Albert Railway, 36 miles from Salisbury, the Junction for the I.C.R. Seaport. Shipyards.

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Through the Heart of Ontario:



A LARGE FARMHOUSE AND BUILDINGS.



GATHERING MANGOLDS.



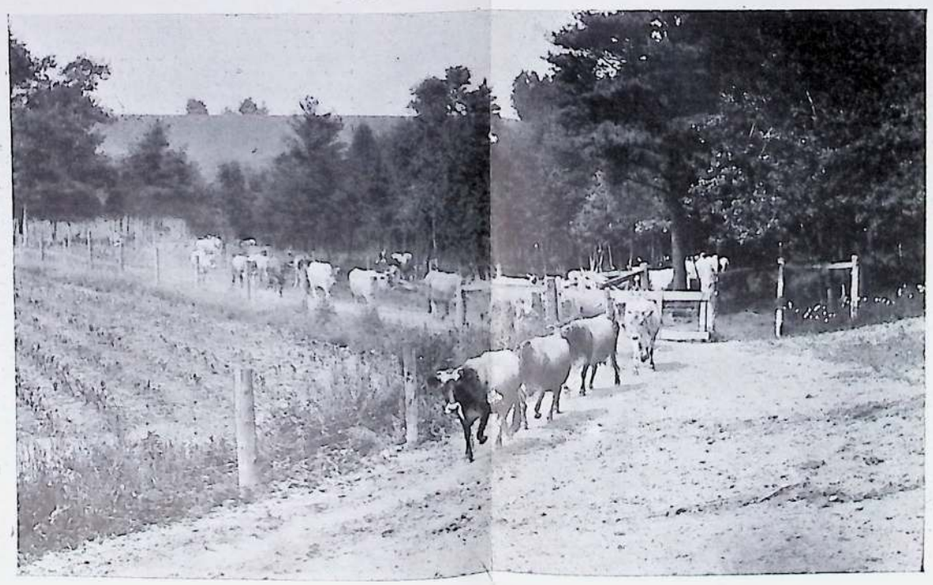
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THE G.T.R. "INTERNATIONAL LIMITED" SPEEDING THROUGH THE HEART OF ONTARIO.



A STAPLE ONTARIO CROP: A WHEAT FIELD AT HARVEST TIME.



IN A FAMOUS DAIRYING DISTRICT: "WHEN THE KYE COME HAME."

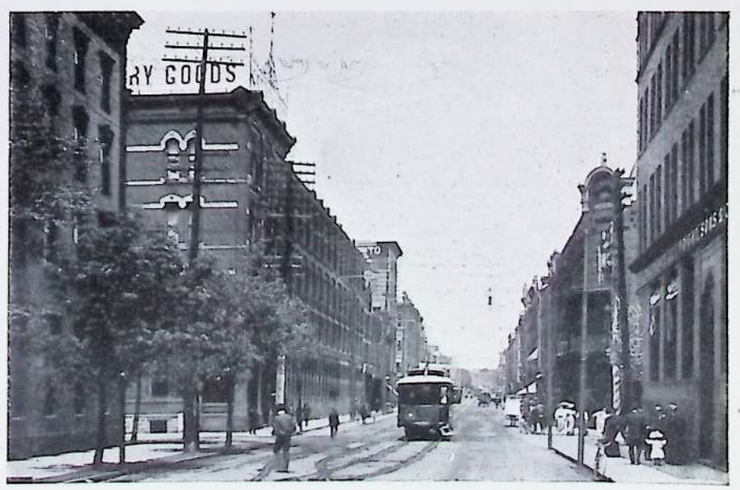
A Rich Agricultural District.



WHERE FARMING IS TAUGHT: THE ONTARIO AGRICULTURAL COLLEGE AT GUELPH.



CUTTING OATS.



RICHMOND STREET, LONDON.

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THE PROVINCE OF QUEBEC.

Area, 341,756 square miles of land; 10,117 of water. Population, 2,088,461.

LIEUTENANT-GOVERNOR: SIR C. A. P. PELLETIER.

THE MINISTRY.

The Hon. Sir LOMER GOUIN, Premier and Attorney-General.
The Hon. J. E. CARON, Minister of Agriculture.
The Hon. P. S. G. MACKENZIE, Provincial Treasurer.
The Hon. J. ALLARD, Minister of Lands and Forests.
The Hon. C. R. DEVLIN, Minister of Colonisation, Mines, and Fisheries.
The Hon. L. A. TASCHEREAU, Minister of Public Works and Labour.
The Hon. J. L. DECARIE, Provincial Secretary.
The Hon. J. C. KAINE and the Hon. N. PERODEAU, Ministers without Portfolio.

IT is not surprising if the Province of Quebec—which may be called the cradle of Canada—attracts more general attention than any other Province or territory of the Dominion. Here the traveller and the student may contrast the Canada of early days—represented, for instance, by the picturesque village of Sillery or some quaint French-Canadian homestead—with the last word in modern progress as found in Montreal, the chief financial, commercial, and shipping centre of the Dominion. Here the tourist may visit the historic battlefields upon which French and British were in turn victorious; may see some of the difficulties which beset the path of the earliest explorers; or may spend many an enjoyable day among the charming lakes, woods, and mountains of numerous holiday resorts. Here are conducted many important manufactures—textile industries of all kinds, and pulp and paper making, to name but two of the most prominent. The great forests and the lumbering operations carried on therein, the enormous plants erected to make use of the water-power provided by the rushing rivers and rapids, and the other natural resources—including the asbestos deposits, which now supply some 80 per cent. of the world's production—of the Province, all demand attention. Further, the French-Canadian, the descendant of the earliest white settlers on the American continent, is an additional source of interest.



THE HON. SIR LOMER GOUIN,
The Premier.

The principal industry of the Province is agriculture, especially the dairy industry, and much attention is paid to the production of cheese and butter. The number of factories—run on practically co-operative lines—is now over 2,000, and these are constantly increasing in number. Output of field crops for 1910:—

Crops.	Area.	Yield per Acre.	Total Yield.	Weight per Measured Bushe.	Average Price per Bush.	Total Value.
	Acres.	Bushels.	Bushels.	lb.	$	$
Spring wheat ...	99,400	18·38	1,827,000	59·71	1·197	2,187,000
Oats	1,619,600	29·66	48,927,000	36·94	·442	21,626,000
Barley	104,000	24·49	2,547,000	48·17	·713	1,816,000
Rye	17,700	17·40	308,000	55·72	·928	286,000
Peas	44,000	16·57	729,000	57·37	1·233	899,000
Buckwheat ...	69,456	20·05	1,851,000	47·74	·661	1,229,000
Mixed grains ...	131,500	26·08	3,568,000	46·16	·608	2,133,000
Beans ...	10,057	20·16	218,000	59·84	1·965	428,000
Corn for husking	29,093	29·54	860,000	56·34	·897	771,000
Potatoes	110,400	154·50	21,271,000	—	·44	9,359,000
Turnips, &c. ...	31,396	324·50	10,153,000	—	·35	3,556,000
		tons.	tons.		per ton.	
Hay and clover ...	3,030,800	1·78	5,502,000	—	9·29	51,114,000
Fodder corn ...	39,132	9·12	357,000	—	4·77	1,703,000

Many opportunities exist for settlers in this Province, notably in the Eastern townships, a populous manufacturing district which, owing to its rapid growth, offers markets for all kinds of farm produce. The Hon. C. R. Devlin, the Minister of Colonisation, Mines, and Fisheries, in an interview in *Canada*, said that there were available in these districts many good farms of 150 to 500 acres, freehold, for from $2,000 to $3,000, with houses and barns standing. Land is also available for settlement in the Gaspé Peninsula, the Valley of the Metapedia River, the Lake St. John district, and the Temiskaming district.

The Province is the second largest manufacturing section of the Dominion, and the development of its natural resources—notably pulp-wood, asbestos, and water-power—is leading to the employment of large amounts of capital, while the textile industry employs many thousands of hands. An account of the prosperity of these industries is dealt with under that section on pages 75, 76, and 77, while the particular industries peculiar to each town are mentioned below.

Regarding the lumber industry, it may be stated that there are about 150,000 square miles of forest land in the Province, and the timber industry stands next to agriculture in importance. In the northern section of the Province, pine, spruce, and similar trees predominate, and conifers and birches are found in the Gulf district. South of the St. Lawrence deciduous trees are more common, such as maple, cherry, ash, oak, and elm. The production of wood pulp is one of the chief industries, spruce being used for mechanical pulp, and poplar, bass wood, and pine for chemical pulp. Much pulpwood is also exported to the United States, to feed the pulp mills there. The forest reserves exceed 1,500,000 acres.

With the rapid growth of cities and towns shown by the short descriptions which appear below, opportunities are presented for profitable investment on mortgages and in other ways. Real estate values are rising all round, especially in Montreal, where high prices are being obtained, especially in the manufacturing and more important residential districts. The various manufacturing and industrial ventures of the Province should also appeal to the British investor.

QUEBEC CITIES AND TOWNS.

Quebec.—Capital of the Province. At the confluence of the St. Charles and St. Lawrence Rivers. On C.P.R., G.T.R., and C.N.R. 180 miles from Montreal, 400 miles from mouth of St. Lawrence. Population, 75,000. The "Gibraltar of Canada." City has Parliament Buildings; an ancient citadel; several squares, parks, and public walks; monument in joint memory of Wolfe and Montcalm, monuments (1) to Wolfe, on the Plains of Abraham; (2) presented by Prince Napoleon Bonaparte to commemorate struggle of 1760; (3) to Major Short and Sergt. Wallick, who lost their lives in the St. Sauveur fire; a drill shed, R.C. Cathedral, Anglican Cathedral, St. Matthew's Church; a splendid hotel (the C.P.R. Château Frontenac); over thirty churches; Laval University (R.C.), and two R.C. colleges; a convent and nunneries; high school, and a number of academies and private schools; Canadian Institute; Literary and Historical Society (founded 1824); Entomological Society; St. Patrick's Institute; Advocates' Library; six daily newspapers (three of them in French); three hospitals, and lunatic asylum; twelve banks. Summer port for Atlantic liners of the Allan, C.P.R., White Star-Dominion, Manchester, Thomson, and other companies, and landing place for immigrants. Steamers to Montreal and all Eastern Canadian ports. Ferries to Levis and other points. Nearly 200 industries, including the manufacture of boots and shoes, leather, tobacco, clothing, wooden ware, biscuits; lumber mills. In the vicinity:—Plains of Abraham and Montmorency Falls. Most picturesque city in North America. Founded in 1608 by Champlain. First visited by Jacques Cartier in 1535, when it was an Indian village called Stadacona. In 1629 it fell into the hands of the English. Restored to the French in 1632. Captured by Wolfe in 1759. Americans unsuccessfully attempted its capture in 1775. Mayor, Sir George Garneau.

Montreal.—The largest city in Canada, and its commercial metropolis. On the south side of the Island of Montreal, in the County of Hochelaga, and at the head of the St. Lawrence ocean navigation, and the commencement of inland navigation. Connected by rail with every place of any importance in North America. The principal railways are:—G.T.R. (administration), C.P.R. (headquarters), G.T.P., C.N.R., Quebec Southern, Delaware and Hudson, Rutland, and Central Vermont. Summer terminal port of Allan, C.P.R., Royal, White Star-Dominion, Manchester, Donaldson, and Thomson Atlantic liners. Steamers to all Eastern Canada ports, both ocean and lake. Population, 550,000. Assessment, $450,000,000. Civic revenue for 1911, $7,005,284. City has harbour with seven miles of deep water; a large number of hotels; Anglican and R.C. Cathedrals; hundreds of churches; McGill University, Laval University, and many good colleges, high schools, and academies; electric light and power (developed at Shawinigan Falls and Lachine Rapids); about seventy banks (inclusive of branches); several hospitals and asylums; City Hall, Court House; Y.M.C.A.; Houses of Refuge; Sailors' Institute; splendid club houses; Art Gallery; five market places, including the Bonsecours; Natural History Society, Mechanics' Institute, Canadian Institute; Board of Trade; seven daily papers (three in French). Prominent buildings:—Church of Notre Dame, St. James' R.C. Cathedral, Christ Church Cathedral; Bank of Montreal, Bank of Commerce; Post Office (rebuilding); G.T.R. Offices; Windsor Station and Offices (C.P.R.); Windsor Hotel; Colleges of McGill University; Royal Victoria Hospital; Hotel Dieu; City Hall; Custom House; Board of Trade Building; Athletic Club; Seminary of St. Sulpice; Eastern Townships Bank; Liverpool, London, and Globe Building; Grey Nunnery. Nearly 1,000 industries are located here, manufacturing among them almost every conceivable article of commerce, and including the largest flour mills in the British Empire (Ogilvie Flour Mills), turning out 6,000 barrels every twenty-four hours; C.P.R. "Angus" shops (5,000 employees), G.T.R. shops at Point St. Charles. The first European to visit the locality was Jacques Cartier, on October 3, 1535, when it was an Indian village called Hochelaga. He named the spot Mount Royal. First settled by French in 1542. In 1642 it was consecrated a city, and named "Ville Marie." Taken by the English in 1760. In 1809, the first steam vessel, *The Accommodation*, made the trip to Quebec. At that time the St. Lawrence was navigable for vessels of less than 300 tons only; now steamers drawing nearly 30ft. can pass up and down. In 1832, visitation of cholera. In 1852, large part of city destroyed by fire. The Hotel Dieu was founded in 1644; the Convent of Notre Dame in 1659. The oldest church in the city is the Bonsecours (R.C.). Mayor, Dr. J. J. Guerin.



THE PARLIAMENT BUILDING AT QUEBEC.

Photo by [*Valentine & Sons, Ltd.*

The Legislative Council consists of 24 members appointed by the Crown for life; the Legislative Assembly of 74 members popularly elected.

Sherbrooke.—An industrial city in the south-east of the Province, at the confluence of the St. Francis and Magog Rivers, and capital of Sherbrooke County. On the G.T.R., C.P.R., terminus of the Quebec Central, and on the Maine Central and Boston and Maine Railways, 100 miles south-east of Montreal. Population, 17,000. Chief industries:—Mining (in locality are asbestos, platinum, copper, chrome ore, sulphur), manufacture of clothing, woollen goods, carpets, jewellery, pneumatic tools, engines and boilers, mining machinery, builders' material; pork packing. City has R.C. Cathedral; college, with 400 students, many schools, a dozen churches, two hospitals, six banks, and plenty of water-power, 10,000 h.p. of which is undeveloped. Assessment for 1911, $6,612,545.

Hull.—A busy industrial city on the left bank of the Ottawa River, opposite Ottawa, and near the mouth of the Gatineau River. On the C.P.R., 119 miles from Montreal. Electric trolley line to Ottawa and Aylmer. Two bridges over Ottawa River. Population, 15,200. Chief industries:—Manufacture of matches (Eddy Co.), wooden ware, tents and awnings, paper, pulp, biscuits, furniture, axes, sulphur, bricks, cement; pork packing; sawmills and extensive lumber trade; foundry. Many excellent sites available for new industries. City has four churches, good schools, three banks, 27 hotels. Mayor, Dr. U. Archambault.

Three Rivers.—An important industrial city at the confluence of the St. Maurice and the St. Lawrence, half-way between Quebec and Montreal. On the C.P.R., ninety-six miles from Montreal, and seventy-six miles from Quebec. Ferry across the St. Lawrence to the G.T.R. on the south shore. Daily steamers to St. Lawrence ports during navigation. The St. Maurice Valley R. to Shawinigan Falls. Population, 14,700. Industries: manufacture of iron pipes, cotton, paper boxes, boots and shoes, bricks, carriages, cigars, coffins, gloves, moccasins, snowshoes, furniture, leather, wooden ware, axes, stoves, toys; lumber mills, foundries, marble works. City has a fine deep-water harbour, county buildings, R.C. cathedral and several churches, sanitarium, convents, a college and good school's, natural gas, race tracks, five banks, hospital, and public utilities. Founded in 1634 by Laviolette.

St. Hyacinthe.—A thriving industrial city on Yamaska River, and on the G.T.R., C.P.R., I.C.R., and Quebec, Montreal, and Southern Railway, 36 miles east of Montreal. Population, 11,000. City has county buildings, R.C. cathedral, four churches; colleges, convents, and schools; four banks, hospital, and other public utilities. Chief industries:—Manufacture of threshing machines, boots and shoes, organs, spinning wheels, biscuits, leather, corsets, hosiery, ploughs, gloves, builders' material; distillery, flour mill.

Valleyfield.—A port and industrial city on the south shore of the St. Lawrence in Beauharnois County, at the head of Beauharnois Canal. On the G.T.R., 43 miles from Montreal, and on the New York Central line, 35 miles from Montreal. Steamers to Montreal, Ottawa, Quebec, other St. Lawrence ports, and to the lake ports. Population, 10,000. Chief industries:—The Montreal Cotton Company's mills; manufacture of gasoline motors, paper, biscuits, confectionery, flour; machine shops, sash and door factories, foundries, builders' material factory. Lumber, limestone, and iron ore in the locality. City has electric light; hospital; R.C. cathedral, four churches; college, convent, academy, schools; two banks; court house; water-power; mechanics' institute, and civic utilities, and offers to new industries a bonus and loan, or tax exemptions.

Sorel.—The capital of Richelieu County. On the Quebec, Montreal, and Southern Railway, 51 miles from Montreal, and near the mouth of the River Richelieu at Lake St. Peter (a widening of the St. Lawrence). Daily steamers during navigation to Montreal and Quebec. Population, 9,000. Occupies the site of a French fort built in 1665. For many years the summer residence of the Governors of Canada. H.R.H. the Duke of Kent, great-grandfather of the King, lived here at one time. City has water works and gas works, a fine market, county buildings, three banks, two colleges, churches, convent, hospital, orphanage, telephone. It manufactures engines and boilers, agricultural implements, native wines, clothing, saws, stoves, doors and sashes, leather, bricks; shinbuilding, foundries, abattoir.

Riviere du Loup (Fraserville).—A thriving town and popular summer resort at the confluence of the Riviere du Loup and the St. Lawrence. Divisional point on the I.C.R., 277 miles from Montreal. Terminus of the Temiscouata Railway to Connors (113 miles). Port of call for Quebec and Saguenay steamers. Population, 8,500. It manufactures shingles, pulp, leather, chairs, builders' materials, furniture, bricks; butter factory; shops of the Temiscouata Railway; grist mills; foundry and machine shop. City has four churches, three banks, schools, and all public utilities. Good fishing and caribou shooting.

Levis.—A rising town on the south shore of the St. Lawrence, opposite Quebec. On the I.C.R., 163 miles from Montreal; terminus of the G.T.R. and also of the Quebec Central Railway. Ferries to Quebec City. Population, 8,000. City has three churches, nine hotels, three banks, good schools, civic utilities; shipyard, saw mill, planing mill, foundry, knitting factory, tannery, boot factory, wax taper factory, and cigar factory.

Thetford Mines.—In Megantic County, on the Quebec Central Railway, 76 miles south of Quebec City. Population, 8,000. It has three churches, two banks, schools, telegraph, and civic utilities; asbestos mines, tannery, cement block works, overall factory, sash and door factory, saw mill, and a foundry.

Lachine.—A manufacturing town in Jacques Cartier County, on Lake St. Louis (a part of the St. Lawrence), and on the G.T.R., 8 miles from Montreal, and the C.P.R (Highlands Station, 1 mile). Canal from here to Montreal to avoid the Lachine Rapids. All steamers to the west pass through here. Terminus of passenger steamers (daily) to Ottawa, and to Hamilton and intermediate ports. Town has four banks, five churches, schools, convent, electric light, and public utilities. Chief industries:—The Dominion Bridge Co.; manufacture of window shades, wheels, radiators, drain pipes, doors and sashes, screws, wire ropes; boat building. Population, 7,000.

St. John's.—A manufacturing town, and the capital of St. John's County, on the Richelieu River. On the G.T.R., 27 miles from Montreal, on the C.P.R., the Central Vermont, and the Delaware and Hudson Railway. Population, 6,500. Bridge to Iberville. It has several banks, county buildings, barracks, churches and schools, and all public utilities. Chief industries:—Manufacture of straw hats, pottery, sewing machines, silk goods, drain pipes, umbrellas, furniture, cordage, stove polish; planing mill, machine shop, vinegar factory, cannery, butter factory, foundry. Large lumber trade. Extensive market for grain and farm produce. Openings for industries of every kind. Free sites to manufacturers.

Farnham.—An industrial town in Missiquoi County, on the C.P.R., and the Central Vermont Railway, 44 miles south-west of Montreal, and on the Yamaska River. Population, 6,000. Industries:—C.P.R. repair shops, butter and cheese factories, saw mill, machine shop; manufacture of tobacco, builders' material, leather, furniture, safes, doors and sashes; marble works. It has electric light, waterworks, two banks, four churches, college, convent, hospital, two hotels, and the capital of Joliette County, on the Assomption River. On the C.N.R., 36 miles north of Montreal, and on the C.P.R. Population, 6,000. Industries:—Lumber trade; quarrying; manufacture of paper, woollens, threshing machines, lime, bricks, biscuits; brewery, foundry. Town has power from Joliette and Shawinigan Falls; four banks, R.C. Cathedral, four churches, college, academies, schools, orphanage, hospital.

Chicoutimi.—An industrial town, and capital of Chicoutimi County, on the Sagenay River, and the Quebec and Lake St. John Railway, 227 miles (by rail) from Quebec. Terminus of Richelieu and Ontario Navigation's Company's summer service of tourist steamers. Population, 5,000. It has electric light, telephone, R.C. Cathedral, churches, schools, county buildings, and two banks. Chief industries:—Large pulp mills, exporting to England 60,000 tons of pulp annually; lumber trade and subsidiary industries; tannery, foundry, creamery and cheese factory, machine shops. Openings for pulp, paper, and lumber mills. Good water-power available.

Granby.—An important manufacturing town in Shefford County, on the Yamaska River, and on the Central Vermont Railway, 56 miles east of Montreal. Population, 5,000. Town has electric light, two banks, four churches, schools, college, academy, convent, good water-power, and all civic utilities. It manufactures celluloid goods, rubber goods, wooden ware, furniture, carriages, cigars and tobacco, rattan goods, chairs, ice creepers, lasts, plumbing supplies, bricks, doors and sashes, and many other articles.

Grand Mere.—An industrial town in Champlain County, on the St. Maurice River (21 miles from Three Rivers), on the C.N.R. (94 miles north-east of Montreal), and on the C.P.R. (27 miles from Three Rivers). Population, 5,000. Town has two banks, three churches, eleven hotels, schools, convent, electric light; pulp and paper mills, lumber trade and subsidiary industries, foundry. Excellent farming country. Mechanics and carpenters wanted. Openings for factories using pulpwood. Good supply of power available.

St. Raymond.—A beautiful town in Portneuf County, on the C.N.R., 34 miles from Quebec, and on the Ste. Anne River. Population, 5,000. Headquarters of two fish and game clubs. Angling and shooting centre. It has three churches, one bank, six hotels, schools, and usual public utilities; paper mills, saw mills, and lumber trade, stove factory, butter and cheese factory, brickyard, brush factory. Over 600,000 square miles of timber limits for sale in district.

Baie St. Paul.—A summer resort, and capital of Charlevoix County, on the north shore of the St. Lawrence, about 60 miles north-east of Quebec. Population, 5,000. It has county buildings, R.C. church, schools, convents, three hotels, one bank, telephone and telegraph; saw mills, brickyard, woollen mills, carding mill, foundry, tannery. Iron, plumbago, and pulpwood in the district. Centre for hunting and fishing. Laurentides National Park.

Beauport.—An industrial town in Quebec County, on the line of the Quebec Railway, Light, and Power Company, two miles from Quebec City. Population, 5,000. It has churches, school, bank, two hotels, asylum, telegraph, saw mill, brewery and distillery, quarries; and manufactures cement, band saws, flour, lime, and threshing machines.

Murray Bay.—A summer resort on the Lower St. Lawrence, in Charlevoix County, at the mouth of the Murray River, 90 miles north-east of Quebec. Summer steamers to Quebec and St. Lawrence ports. It has five churches, bank, county buildings, convent, schools, electric light, telegraph; lumber and saw mills, carding mills, butter and cheese factories. Good fishing. Frowning hills and wild scenery. Population, 4,800.

Longueuil.—The capital of Chambly County, on the south shore of the St. Lawrence, opposite Montreal, from which it is three miles distant. On the Que., Mont., and Southern Railway. Electric cars to Montreal, via Victoria Bridge. Ferry. Population, 4,600. It has three churches, bank, schools, telephone, fine squares, seven hotels; saw mill, foundry. Dairying in vicinity.

Shawinigan Falls.—A power centre in St. Maurice County, on the St. Maurice River, 21 miles north of Three Rivers. C.N.R., C.P.R. Population, 4,500. Town has electric light, immense power available, two churches, schools, two banks waterworks, civic utilities. Industries: Paper and pulp; cotton factory; manganese, carbide and aluminium; power development (falls are 165ft. high, developing 200,000 h.p.), brickyard, saw mill.

Buckingham.—Capital of Labelle County. On the Riviere du Lievres near its confluence with the Ottawa River. On C.P.R., 20 miles east of Ottawa, and 100 miles west of Montreal. Population, 4,000. It has four churches, two banks, schools, electric light, seven hotels, and civic utilities; pulp mill, lumber and its subsidiary industries; butter and cheese factory, ore reduction works. Plumbago, phosphate and mica mines in the vicinity. Openings for foundry, woodenware factory, and the development of power (600,000 h.p.).

Black Lake.—A mining centre in Megantic County, on the Quebec Central Railway, 4 miles south of Thetford Mines, and 80 miles from Quebec. It has electric light, two churches, schools, two banks, two hotels, telegraph; asbestos and other mines saw mill, sash and door factory. Population, 4,000. Openings for a lawyer, dentist, and ice dealer.

Magog.—An industrial town in Stanstead County, on the Magog River, at the northern end of Lake Memphremagog, and on the C.P.R., 89 miles east of Montreal. Steamers on the lake. Population, 4,000. Industries: Large textile factory, butter and cheese factory, saw mill. Town has four churches, a bank, schools, and all public utilities. Opening for a wood-working factory.

Rimouski.—Where Canadian mails are landed and embarked. On south shore of the St. Lawrence, and on the I.C.R., 160 miles north-east of Quebec. Population, 4,000. Summer resort. Good bathing. R.C. cathedral, schools, three convents, hospital, county buildings, two banks, and a few industries.

St. Jerome.—An industrial town, and the capital of Terrebonne County, on the Riviere du Nord, 30 miles north-west of Montreal, and on the C.P.R. and C.N.R. County buildings, three banks, churches, and schools. Pulp mill, piano factory, rubber factory. Good water-power. Population, 4,000.

Roberval.—An industrial town and sporting centre in Chicoutimi County, on Lake St. John, and on the Quebec and Lake St. John Railway (C.N.R.), 188 miles north of Quebec. Population, 3,000. Large college and nunnery. Ouananiche and trout fishing. Caribou, moose, and deer hunting.

Victoriaville.—An industrial centre in Arthabaska County, on the Nicolet River, and on the G.T.R., 108 miles north-east of Montreal. Population, 3,500. Furniture and chair factories. Electric power. Openings for many industries.

Drummondville.—An industrial town in Drummond County, on the St. Francis River, on the C.P.R. and the I.C.R., 94 miles north-east of Montreal. Population, 3,000. Blast furnaces, boot and shoe factory, etc. First settled by soldiers who were disbanded after the war of 1812. Openings for cotton and woollen mills.

Lake Megantic.—A beautiful summer resort on the Chaudiere River in Lake Megantic County; on the C.P.R., 175 miles east of Montreal, and at the terminus of the Quebec Central Railway, 175 miles south of Quebec City. Population, 3,000. Pulp mill and lumber industries. Many industrial openings.

Montmagny.—An industrial town, and capital of Montmagny County, on the I.C.R., 37 miles north-east of Levis. Population, 2,300. R.C. convent and college. Wagon factory, pulp mill, lumber industries, two banks, county buildings, electric light.

Caughnawaga.—An Indian town (Iroquois) in La Prairie County, on the River St. Lawrence, and on the C.P.R., 10 miles south of Montreal. Ferry to Lachine. Population, 2,300. Lacrosse stick factory, hospital, three churches, three hotels, telephone.

St. Raphael.—A market and lumber town in Bellechasse County, on the South River. Station at St. Valier on the I.C.R., 23 miles east of Levis. Population, 2,250. Openings for development of water-power and iron mine.

Cacouna.—A summer resort in Temiscouata County, on the southern shore of the St. Lawrence, and on the I.C.R. 120 miles north-east of Levis and Quebec. Population, 2,200. Many good hotels and summer cottages.

Richmond.—An industrial centre in Richmond County, on the G.T.R., 76 miles east of Montreal. Population, 2,100. College of St. Francis. Electric light. Developing as a summer resort.

Waterloo.—An industrial town in Shefford County, on Waterloo Lake, an extension of Yamaska River, and on the C.P.R. and Central Vermont Railways, 70 miles east of Montreal. Population, 2,000. Chair, furniture, and carriage factories. Electric light. High school.

D'Israeli.—A market town in Wolfe County, on the Quebec Central Railway, 91 miles south of Quebec. Population, 2,000. Several small industries. Openings for developing power, and asbestos mines.

Ste. Flore.—Lumber and market town in St. Maurice County, on the St. Maurice River, and on the C.N.R., 97 miles from Montreal, and 82 miles from Quebec. Population, 2,000. C.N.R. repair shops.

Montmorency.—An industrial town at Montmorency Falls in Quebec County, on the Quebec Electric Railway, eight miles north-east of Quebec City. Population, 2,000. Large cotton mill, employing 1,200 hands. Falls are 250ft. high, but narrow.

Other important towns in the Province include St. George East (4,000), Ste. Anne de la Pocatere (4,000), St. Romuald d'Etchemin (4,000), Lauzon (3,400), Aylmer East (3,200), Coaticook (3,000), Lachute (3,000), Roxton Falls (3,000), Ste. Rose (3,000), St. Paschal (3,000), Trois Pistoles (3,000), Ste. Marie Beauce (2,640), Amqui (2,500), North Stukeley (2,500), St. Jean Port Joli (2,500), Matane (2,500), St. Felix de Valois (2,500), Warwick (2,300), St. Henri de Lauzon (2,300), Bic (2,047), Beauharnois (2,000), St. Bazile (2,000), Stanfold (2,000), Bonaventure River (2,000), Nicolet (2,000), Mana (2,000), St. Felicien (2,000), St. Charles (2,000), Ste. Anne des Plaines (2,000), Ste. Anne de Bellevue (1,900), Broughton (1,850), Plessisville (1,700), L'Annonciation (1,650), L'Assomption (1,650), Iberville (1,512), Louiseville (1,500), Notre Dame de la Salette (1,500), La Prairie (1,451), Arthabaska (1,400), Eastford (1,400), Portneuf (1,300), Danville (1,200), Bedford (1,200). In addition, there are a large number of towns and villages of less than 1,000 population

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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ONTARIO
CANADA

Nearness of Ontario.

Quick and convenient as are the means of communication between Great Britain and her daughter nations, it is not pleasant to think of breaking away from family and social ties to seek a home in distant parts of the British Empire, such as South Africa, Australia, and New Zealand. The journey over the Atlantic Ocean to this Province can be accomplished in seven days. Think of it if you are leaving family and friends. It is worth while.

Where is Ontario?

Ontario is one of the nine Provinces of Canada, and lies between the Maritime Provinces on the east and a prairie province (Manitoba) on the west. Its eastern boundary is only 48 miles from Montreal, its western is 81 miles from Winnipeg.

Size of Ontario.

It is almost as large as France or Germany, and is about 78,000 square miles larger than the British Isles.

Population.

Its population is only about 2¼ millions, principally British or of British origin. There is, therefore, room in Ontario for millions more, and people of British stock are particularly desired.

The Premier Province.

Ontario is the most populous, best-developed, and richest Province in the Dominion of Canada. It is far advanced in civilisation. Ottawa, the capital city of Canada, is in the Province of Ontario.

Government.

The Government of the Province is vested in an Assembly elected by the people. Revenue is derived from the sale of Crown lands, etc., and there is no taxation levied upon the people. Much money is spent in public services that in most other countries are attended to by the municipalities. The Government also does much for the farmer to improve the standard of agriculture. The appropriation in aid of agriculture this year was $778,101.

Municipalities.

There is a complete system of local self-government, revenue is raised from taxation, which is not immoderate, especially in rural municipalities, and no funds are raised for the central Government as in most other lands.

Education.

The system is based upon what is best in the systems of Great Britain, the United States, and Germany. Education is free, the schools are unsectarian, and attendance is compulsory. There are about 6,000 public schools in the Province.

There are seven universities, a number of colleges, and many high schools. Toronto University alone has an attendance of 4,000 students.

Public libraries are in almost all the large cities and towns, and in many of the villages.

Religion.

There is no State religion, and all the leading denominations are represented.

Cities.

There are 283 cities, towns, and villages in Ontario. Toronto has a population of about 375,000; it has 206 churches, 3 universities, and a number of colleges, 73 schools, 8 high schools, public libraries, 9 hospitals, 13 head-office banks, 146 hotels, and 7 theatres; 487 miles of streets, 103 miles of street railway tracks, and 33 parks and gardens. The city is only about 100 years old, and is progressing with great rapidity. It is one of the most beautiful cities on the continent of America, and is the seat of the Provincial Government.

Manufactures.

Statistics show about 8,000 manufacturing establishments in the Province; capital, about 400 million dollars; products, 367 million dollars; wages, 82 millions; and employees, about 190,000. Some of the leading industries are: Iron and steel, lumber, machinery, engines and boilers, electrical apparatus, heating apparatus, vehicles (including motor cars), furniture, woollens and cottons, wood pulp and paper, milling, agricultural implements, etc.

Banking.

Ontario has about 1,000 of the 2,359 banks in Canada. Total deposits in 1906, about $540,000,000; total assets, about $652,000,000. The Canadian Banking system provides facilities equal to any other system in the world.

Railways.

The total mileage of the various railways in the Province is 9,000 miles. There are also 34 electric railways. Ontario leads in railway mileage.

Waterways.

The Province has a magnificent system of inland waterways and canals giving cheap transportation. From tidewater on the St. Lawrence inward to Port Arthur on Lake Superior there is a distance of 1,360 miles.

Water Powers.

The "white coal" of Canada is four times as valuable to the Dominion as American black coal is to the United States. Ontario has water powers capable of generating about 6,000,000 horse-power. The Canadian side of Niagara Falls has an actual development of 185,000 horse-power, with a capacity far greater.

Fisheries.

The Great Lakes, with one of two smaller lakes of the Province, in which the fishing industry operates, have a combined area of 74,356 square miles.

Forests.

The forest wealth of the Province has an estimated area of 102,000 square miles, 20,000 of which is covered by timber licence. Its pine forests are the most valuable on the continent of America. It has 14 pulp mills and 22 paper mills, with an output of 631 and 346 tons respectively every 24 hours.

Minerals.

The total mineral output of Ontario for 1909 was valued at almost 33 million dollars, including about 10 million for non-metallic, and considerably over 12 million dollars in the Cobalt camp alone. Cobalt produced about half the amount of silver produced by all the silver mines of the United States combined, being 25,885,983oz., as against 53,849,000oz. Cobalt for silver, and Sudbury for nickel, are among the richest sources of supply in the world.

Agriculture.

Although the mineral resources of Ontario are of universal interest, its forests among the largest in the world, and its manufactures considerable, yet the Province is chiefly an agricultural country, and in this respect it takes no second place to any Province or State of equal size in America. Over a thousand million dollars are invested in lands, implements, buildings, and stock, with an annual production of 250 millions. The Dominion Government's valuation of field crops in Canada for 1910 gives Ontario 40 per cent. of the whole, which is fully double that of the next important Province, and greater than the three grain-growing Provinces of the prairie together. Ontario, $203,000,000; Saskatchewan, $84,138,400; Manitoba $55,206,000; Alberta, $16,582,000.

Mixed Farming.

Though still great in grain-production, Ontario has learned the wisdom of growing crops that make beef and selling grain on the hoof, or as milk, butter, cheese, or bacon, and thus also averting trouble over exhausted soils and the periodic problems of labour. The Province brings immense quantities of grain from the North-west.

Ontario has found that dairying is more profitable than grain-growing. "Our revenue from dairy products," says Saskatchewan, "is nothing like what it is in Ontario—we are in the state Ontario was in thirty years ago." There are 1,173 cheese factories and 115 creameries. The total value of dairy produce in 1909 was at least $31,000,000. Canada is by far the largest exporter of cheese in the world, and three-quarters of its dairy product is produced in Ontario, the most important cheese-making section in the Dominion. Canada gets better prices than the United States for cheese sent to the British Isles.

Ontario has ideal conditions for the raising of pure-bred stock. Cattle, horses, sheep, swine, and poultry can compare with any in the world. At the Canadian National Exhibition, Toronto, Ontario, 1910, Mr. J. Dean Willis, one of England's premier judges of cattle, said of a Shorthorn bull: "This is certainly a better animal than the prize winner at the Royal Show in England this year. It is a marvellous bull." At the International Horse Show held in London, England, in 1907, 13 ribbons were won for 7 horses bred in Ontario.

Fruit Farming.

Ontario is the premier fruit-growing Province of Canada, producing 75 per cent. of all the fruits grown, 60 per cent. of the plums, 70 of the apples, 80 of the small fruits and pears, and 90 per cent. of the peaches and grapes; and yet its fruit industry is little more than begun. The yield of apples in one year exceeded 35,000,000 bushels. From 700,000 to 1,000,000 barrels are exported annually to the United States, and, principally, to Great Britain, while 200,000 to 300,000 barrels are railed to the North-west Prairie Provinces. The annual product of grapes is about 20,000 tons, valued at from $750,000 to $1,000,000; and peaches are raised to perfection.

There are 356,398 acres of orchard, vineyard, and small fruits. The intending fruit-grower may have almost any amount of acreage at reasonable figures, as there are yet vast unplanted areas suitable for apples and other fruit. Five million apple trees were planted last year.

Climate, fertility, and locality together destine Southern Ontario to be one of the greatest and most remunerative fields for apples, especially in view of the growing demand in Northern Ontario and the great Prairie Provinces, where owing to the severer climate only the smaller and hardier fruits can be successfully grown.

Climate.

The air is dry and the skies are clear, like the blue sky of Italy, and the duration of bright sunshine is remarkable, while the frost of winter is sharp and bracing. Though latitude alone is not sufficient proof of fine climate, yet it is suggestive that the southern boundary of Ontario is in the same latitude as the south of sunny France. People from the more moist atmosphere of Great Britain know that the climate is exhilarating, and that the long intervals of unclouded sky are delightful.

Soil.

The soil is generally clay loam or sandy loam, rich, retentive, and capable of great diversity of products and the best results. The land is not hilly, but generally flat or undulating, as in England.

Splendid Opportunities.

Ontario is in need of the strong, active, muscular man, whether experienced in farming or not. But the experienced man is preferred, and he is more likely to be an early success. Good wages are going for men and women.

And for the experienced tenant farmer, with more or less capital, there is an opportunity of settling where the harder life of the pioneer is overcome and past. Improved land may be purchased at from $30 to $70 per acre, buildings being included in the higher figure. Farms may be bought at $600, and at prices all the way up to $50,000. In a young, eager country of vast and varied resources, where people are quick to change and speculate, some of these farms are offered at much less value than the product would warrant. Here is the opportunity for fine investment, gradually increasing with the growth of the Province, for the man of some capital, who wants a healthy, independent life. And it is in the midst of comfort and civilisation.

New or Northern Ontario.

When Lord Charles Beresford was asked in 1903 what he thought of the North, where he was travelling, he replied that he was greatly surprised and impressed with the resources of New Ontario, of which, he said, most people outside of Canada had no real conception.

This part of the Province is by far the largest section. It stretches 1,000 miles from east to west and away north of the Canadian Pacific Railway to Hudson Bay. Great railways, finished and in process of construction, pass through it, east to west and south to north.

Sixteen million acres of rich agricultural land, some of it producing wheat of as good quality as the wheat of Manitoba, are being offered for settlement.

Ontario is only about a week's journey from the British Isles, it has an advanced civilisation, its people are mainly of British blood, and it is offering golden opportunities.

The Province contains 126,000,000 acres, of which 40,000,000 are surveyed and 24,675,883 assessed. Of the latter, 14,257,169 are cleared, and in the more populous parts there are 175,000 farms, valued at from $1,000 and under to $50,000 and over. There are about 20,000,000 acres of good arable land left for settlement south of the 50th parallel of latitude.

For further information, apply to

The Director of Colonization, Toronto, Ontario, Canada.

Or to

The Ontario Government Agent, 163, Strand, London, W.C., England.

THE PROVINCE OF ONTARIO.

Area, 220,508 square miles of land; 40,354 of water. Population, 2,687,861.

LIEUTENANT-GOVERNOR.—The Hon. J. M. GIBSON.

THE MINISTRY.

The Hon. Sir J. P. WHITNEY, Premier and President of the Council.
The Hon. J. J. FOY, Attorney-General.
The Hon. W. J. HANNA, Provincial Secretary.
The Hon. A. J. MATHESON, Provincial Treasurer.
The Hon. J. S. DUFF, Minister of Agriculture.
The Hon. R. A. PYNE, M.D., Minister of Education.
The Hon. J. O. REAUME, Minister of Public Works.
The Hon. F. COCHRANE, Minister of Lands, Forests and Mines.
The Hon. J. S. HENDRIE, the Hon. A. BECK, and Hon. I. B. LUCAS, Ministers without Portfolio.

THE Province of Ontario naturally divides itself geographically into three sections. Eastern Ontario, lying between the Ottawa River on the north and Lake Ontario and the St. Lawrence on the south, is comparatively sparsely populated. The lake counties are flat and fertile, while the river counties are more broken. This area boasts of many picturesque attractions, these including the far-famed Thousand Islands on the St. Lawrence between Kingston and Brockville, the rapids below Prescott, and the chain of waterways connected by the Rideau Canal. Western Ontario——"the Garden of Ontario"—contains the chief centres of population, and is the main industrial, farming, and fruit-growing area. Here is the great pleasure and shooting reserve, the Algonquin National Park. Northern Ontario is as yet largely unbroken, but besides containing rich mineral deposits and providing plenty of sport, it gives every promise of becoming a fine agricultural district—an aspect which is dealt with by Mr. C. C. James, the Deputy Minister of Agriculture, in an article on a succeeding page.



THE HON. SIR J. P. WHITNEY,
The Premier.

A thoroughly British Province, with a fine climate, Ontario holds out many attractions for the British emigrant, whether he intends to take up farming or to locate in one of the numerous thriving industrial centres. The conditions largely resemble those of the United Kingdom. The Province is more thickly populated than those of the West. It is intersected with good roads and railways, including the Grand Trunk, Canadian Pacific, and Canadian Northern. Thus settlers are not only in closer touch with each other than is the case in the West, but within easy reach of large cities and towns, where their produce can be marketed. These cities, too, besides containing excellent colleges and schools, possess theatres, clubs, and other opportunities for social intercourse which are by no means to be despised.

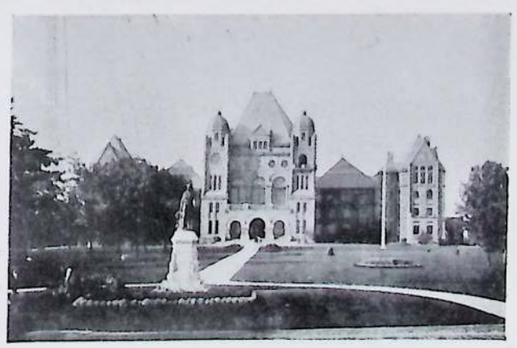
The Ontario Provincial Government controls an elaborate machinery designed to help new arrivals, keeping registers of farmers needing help, and sending immigrants where they are most likely to succeed. There are Farmers' Institutes, Fruit-Growers' Associations, and live-stock organisations, all working in harmony with the Government, and over 1,200 farmers act as correspondents and keep them alive to the needs and prospects in their respective localities. At Guelph there is an Agricultural College, where the immigrant can take a short course of instruction at very little expense, contingent upon his having had some preliminary training on a farm. At present, what Mr. James has termed "the problem of the indifferent farmer" is engaging the special attention of the Provincial Department of Agriculture. "If by some magic process of regeneration we could turn all the indifferent farmers into wideawake, progressive, up-to-date farmers, the total production of the Province would easily be doubled, and it is not beyond the reach of possibility to treble our output."

Ontario is essentially an agricultural Province. With 15 million acres cleared, and 70 per cent. of the entire population engaged in tilling the soil, its agricultural production has doubled in value within the last decade.

The agricultural wealth of Ontario at the present time exceeds that of any other two Provinces in the Dominion. In round figures the farms of Ontario produced last year the equivalent of $250,000,000. All but 50 million of this amount is the estimated value of field crops alone; the remainder constitutes the value of live stock, dairy produce, and fruit. As the result of more intensive methods of cultivating the land and more economic forms of production in various parts of Ontario, farm properties are increasing in value, as well as the products themselves. The following was the field crop production in 1910:—

	Acres.	Yield per acre. bush.	Total yield. bush.	Weight per measured bush.	Average price per bush. $	Total value. $
Fall wheat	609,200	25·74	15,376,000	59·94	·882	13,562,000
Spring wheat	120,300	20·19	2,429,000	59·87	·894	2,172,000
Oats	3,272,000	39·40	128,917,000	34·92	·360	46,410,000
Barley	696,700	29·75	20,727,000	47·89	·573	11,047,000
Rye	52,500	17·58	923,000	55·92	·660	609,000
Peas	336,800	16·90	5,692,000	59·92	·828	4,715,000
Buckwheat	120,12	25·28	3,052,000	48·05	·506	1,544,000
Mixed grains	417,400	35·66	14,884,000	44·67	·492	7,323,000
Beans	37,881	22·68	859,000	60·08	1·670	1,435,000
Corn for husking	299,000	59·70	17,853,000	58·46	·521	9,305,000
Potatoes	175,583	119·00	20,165,000	—	·46	12,035,000
Turnips, &c.	165,410	126·90	70,014,000	—	·20	14,123,000
		tons.	tons.		per ton.	
Hay and clover	3,633,000	1·84	6,749,000	—	10.21	68 815,000
Fodder corn	229,974	9·40	2,162,000	—	4·67	10,097,000
Sugar beet	13,200	9·87	130,000	—	5·86	762,000

The overwhelming demand for agricultural labour and domestic help in Ontario is entirely due to the growth of consumption in proportion to production. The commercial expansion of the Province is so rapid, and such high wages are being paid in the cities and towns, that the young people are more and more tempted to leave the farms. Another section take their experience and capital into Western Canada, and start on virgin soil and on a larger scale. The result is that there are numbers of good small farms to be purchased or rented which afford an ideal opportunity to the newcomer from Britain. Of the "occupants" 179,791 are returned as being owners and 32,360 as tenants. Ontario may be specially commended to the attention of the man with capital. He can acquire a comfortable homestead within touch of a busy town upon very favourable terms. During the last half-century many thousands of farms have been taken up, of which some are now in the market, because their owners have gained independence, and their children are in other occupations, or have invested capital in the West, where land is cheaper, and they can farm on a larger scale than their fathers did, and in turn make still better provision for their children. The newcomer, however, who has capital will find it to his interest to spend some time looking into the conditions which exist in Ontario before taking himself another one or two thousand miles farther West. In any case, a year or two in Ontario will give a great deal of valuable experience which will the better fit him for Western life, should he still desire to proceed there ultimately.



THE LEGISLATIVE BUILDINGS AT TORONTO.
The Legislative Assembly consists of 106 members, popularly elected.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
ACL Doc 21253 · Page 48 of 106
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Fruit-farming is one of the most important industries of Ontario, and among immigrants with a small amount of capital fruit-farms are in great demand. The newcomer with little capital cannot, of course, wait for his apple orchard to find him a living. He will rely upon his dairy produce, market gardening, and general farming. An indication of the profits to be made in this line is given on page 27.

The average rate of wages in Ontario for experienced farm labourers engaged by the year is about $200 (£40) per year with board, and $300 (£60) without board. When engaged by the month, it is over $20 (£4) with board and $50 (£6) without it. Domestic servants receive from $10 (£2) to $14 (£3 10s.) a month and upwards.

Ontario presents many opportunities for the profitable investment of capital. In Toronto and the other cities and towns, especially those of Western Ontario and the twin cities of Fort William and Port Arthur, real estate values are continually increasing. In these industrial centres, too—many of which are now supplied with electricity by the Hydro-Electric Commission from the Falls of Niagara—there are openings for both the large and the small capitalist, whether in the establishment of new manufactories or in opening places of business. The rapid growth of immigration means a continuous increase in population and a steady demand for necessaries of life of every kind. The vast mineral resources of Ontario also are attracting more and more attention among British investors, especially the rich regions of Cobalt and Porcupine. Details of the Province's mineral production will be found on page 69.



MR. N. B. COLCOCK.
The Ontario Agent in London.

Sport of all kinds—big-game hunting, shooting, and fishing—is to be had in Ontario. For particulars see pages 139, 142, and 143.

The Agent of Ontario in the United Kingdom is Mr. N. B. Colcock, and all information regarding the Province and the opportunities it presents may be obtained from him at the Ontario Government Office, 165, Strand, London, W.C.

ONTARIO CITIES AND TOWNS.

Ottawa.—The Federal capital of the Dominion of Canada. In Carleton County, at the confluence of the Ottawa and Rideau Rivers. On the C.P.R. (116 miles from Montreal), G.T.R., C.N.R., and N.Y.C. Electric railways to suburbs. Steamers to Montreal, Kingston, and other ports. It is 450 miles from New York. Population, 85,106. Assessment, $63,347,970. Building permits in 1910, $7,000,000. City has Anglican and R.C. cathedrals, and about sixty churches; university, colleges for boys, ladies' colleges, high schools, academies, normal schools, and a good elementary school system; about 2,000 acres of public parks and gardens; street railway; public library; about forty banks; thirty miles or more of splendid driveway; an annual agricultural and industrial exhibition and fat stock show (Central Canada); and all the usual public utilities, fully organised and developed. Prominent features of the city and vicinity:—The Parliament Buildings, Rideau Hall (residence of the Governor-General), the Victoria National Museum, Royal Observatory, Royal Mint, National Art Gallery, Geological Museum, Government Experimental Farm of 460 acres, the new G.T.R. hotel "Château Laurier," bridges spanning the river, the Chaudière Falls, Des Chenes Rapids. Chief industries:—Lumber trade and its subsidiary branches; paper mills; match factories; manufacture of mill wheels and mill machinery, agricultural implements, saws, cement, carbide, calcium, clothing, sulphides, furniture of every description, stoves and furnaces, street cars, carriages and waggons, boots and shoes, brooms and brushes, mica, bricks, army supplies, pianos and organs, brass work, church fittings, surgical instruments, hardware of all kinds, mattresses and bedding, marine gas buoys; iron works, foundries; lithographing and engraving. About 130 factories in all. Openings exist for the development of power, of which there is 2,030,000 horse-power within a radius of thirty miles; cement works, creamery, iron industries, cannery, pottery, and all industries connected with the lumber trade. The city was founded in 1827, under the name of Bytown, by Colonel By, R.E. Incorporated as a city in 1854, when its name was changed to Ottawa. Chosen in 1857, by Queen Victoria, as the Dominion capital. The Parliament Buildings are of the pure Gothic style, of no definite period, and the corner-stone was laid by King Edward VII., as Prince of Wales, in 1860. Mayor, Mr. Charles Hopewell. Publicity Commissioner, Mr. Herbert W. Baker.

Toronto.—"The Queen City." Capital of the Province of Ontario. Second largest city in Canada. A most flourishing industrial, commercial, financial, and distributing centre, situated on a beautiful circular bay on the north-west shore of Lake Ontario, in the County of York. On the G.T.R., 334 miles south-west of Montreal; C.P.R., C.N.R. Steamers to all lake ports, and the St. Lawrence ports. Population, 341,991. Assessment, $309,147,055. Cost of building operations in 1910, $21,127,783. Customs receipts in 1910, $14,077,186. The city has Provincial Government and Parliament Buildings; an extensive street railway system; about 115 banks (inclusive of branches); university (nearly 4,000 students), theological colleges, medical colleges, other professional colleges and academies, grammar and high schools, and an excellent system of elementary schools; a large general and other hospitals; several public libraries; Conservatoire of Music; Art Gallery and Museum; nearly 2,000 acres of public parks and gardens; a fire brigade of nearly 300 officers and men; a police force about 400 strong; barracks and armouries; three Militia regiments, dragoons and infantry of the permanent service; observatory; huge departmental stores; all the Superior Law Courts (at Osgoode Hall); Custom House; reformatories, asylums, and orphanages; the Canadian National Exhibition grounds and buildings; excellent hotels (especially the Queen's, Prince George, Walker House, and King Edward); many fine bank buildings, insurance and general office buildings; several public halls; theatres and opera houses; the Canadian Institute; about 275 churches (including Anglican and R.C. cathedrals); four cemeteries; Athletic Club House and athletic and sporting clubs of every kind; Y.M.C.A. and Y.W.C.A.; Royal Canadian Yacht Club; Argonaut Boating Club; Centre Island in the Bay is a popular summer resort; about 170 newspapers and periodicals published here; gas, and electric light and power (Niagara Falls); handsome streets and boulevards in the residential area. The industrial section comprises about 900 factories, manufacturing almost every conceivable article of commerce, and giving employment to at least 65,000 hands, who receive nearly $30,000,000 annually in wages. Large distributing wholesale warehouses. Founded by Governor J. G. Simcoe, in 1793, and at first named York. Parliament Buildings erected, and Legislature assembled there in 1797. Captured by the Americans and held for a few days in 1813. Incorporated as a city in 1834, and its name was then changed to Toronto (a Huronio Indian word). Prominent features:—The City Hall, Parliament Buildings, University Buildings, Exhibition Buildings, "sky-scrapers," Eaton's and Simpson's stores, High Park, freight and stock yards, Yonge Street and its crowds. Mayor, Mr. G. R. Geary.

Hamilton.—"The Birmingham of Canada." An important manufacturing city, and capital of Wentworth County, picturesquely situated on Burlington Bay at the western extremity of Lake Ontario. On the G.T.R., 39 miles south-west of Toronto, and 44 miles from Niagara Falls; on the C.P.R., Toronto, Hamilton, and Buffalo Railway, C.N.R. (under construction from Toronto). Electric railways to Brantford, Dundas, Oakville, Beamsville, and intermediate points. Steamers during navigation to Toronto and other lake ports, as well as to the St. Lawrence ports. Population, 79,000. Assessment, $47,000,000. Spent on new buildings in 1910, $2,604,605. City has street railways; county buildings; excellent hotels (particularly the Waldorf and Royal); power supplied by electricity from De Cew's and Niagara Falls, and by natural gas from Haldimand County; a popular summer resort at Burlington Beach; splendid public parks and gardens (notably the "Gore"); a celebrated market square; many banks; Anglican and R.C. cathedrals, and about seventy-five churches; nearly forty educational institutions; public library; art schools; four hospitals; charitable institutions; theatres; cricket ground, golf links, Jockey Club; Y.M.C.A.; large and effective regiments of Militia, with splendid armouries. There are about 400 factories in the city and suburbs, manufacturing iron and steel, cotton and woollen goods, agricultural implements, elevators, furniture, and other articles of commerce; the "Westinghouse" Company of Canada (employing over 1,000 hands); canneries. Railway centre. Openings for industries of all kinds, and for skilled mechanics. Founded by George Hamilton in 1813, and settled for the most part, at that time, by United Empire Loyalists, and those who fought in the war of 1812. Mayor, Mr. George H. Lees. Commissioner of Industries, Mr. W. Mulliss.

London.—The capital of Middlesex County, and a busy industrial city on the River Thames. On the G.T.R., 119 miles south-west of Toronto, and C.P.R., Michigan Central Railway, Père Marquette Railway. Electric street railways, and lines to St. Thomas, Port Stanley, and other points. Population, 46,727; including suburbs, about 55,000. Spent on new buildings in 1910, $803,074. Assessment, $26,156,499. City has a fine agricultural district tributary to it; the Western University, and some thirty colleges and schools; two hospitals, an asylum and orphanage; Anglican and R.C. cathedrals, and about forty churches; a score of banks; Springbank Park (300 acres); Annual Western Exhibition in the fall; all the usual public utilities. Chief industries:—Manufacture of iron goods, wooden ware, engines, agricultural implements, chemicals, leather, brass goods, cigars, furniture, stoves, carriages, flour, oatmeal, brushes, boots and shoes, soap and candles, musical instruments; breweries, foundries, and machine shops. Some 210 factories in all, giving employment to 14,000 hands. Openings for industries of all kinds. Hydro-electric power from Niagara Falls. Divisional point on the G.T.R., with car repair shops. Mayor, Major J. H. A. Beattie.

Brantford.—"The Telephone City." A rapidly-growing and important manufacturing centre on the Grand River, in the "Heart of Ontario," 25 miles from Lake Ontario, and 30 miles from Lake Erie. Capital of Brant County. On the G.T.R., 64 miles south-west of Toronto, and 56 miles east of London, on the T.H. and B.R., 26 miles west of Hamilton, and 87 miles from Buffalo (U.S.A.); the C.P.R., M.C.R., N.Y.C., and Lehigh Valley Railway hold running powers through the city. Electric railways to Hamilton (25 miles), to Paris (seven miles), to Galt (21 miles). About to be constructed: Brantford-Port Dover Radial (35 miles). Population 21,964; Greater Brantford, 25,000. City has street railways, beautiful parks and gardens, county buildings, golf links, armouries, high school, and several elementary schools, commercial college, many churches, wide, clean, streets and shady avenues, nine banks, Lorrimer Automatic and Bell telephones, Institution for the Blind, House of Refuge, Y.M.C.A. and Y.W.C.A., monument to Chief Joseph Brant (Thayendanegea, of the Mohawks), the Soldiers' Monument, and the Bell Memorial (about to be erected); splendid G.T.R. station, public library, Mohawk Indian Institute, hospital, four cemeteries, electric light and natural gas, four brass bands, all the usual public utilities. Among the industries, occupying about 70 factories, and employing over 6,000 men, are the Massey-Harris Company (agricultural implements), the Waterous Engine Works, Cockshutt Plow Company, Verity Plow Company, Goold, Shapley, and Muir (windmills, engines, etc.), Adams Wagon Company, Brantford Roofing Company, Ham and Nott (refrigerators, etc.), The Mickle, Dyment Lumber Company, Barber-Ellis Company (envelopes, etc.), Buck Stove Company, Ker and Godwin (ironworks), Brantford Starch Company, Brantford Cordage Company, Farmers' Binder Twine Company, Emery Wheel Company, Schultz and Company (lumber, pressed brick, etc.), Brant Milling Company, Hampel Paper Box Company, Fair's Cigar Factory, Portland Cement Company; manufacture of bricks, radiators, beer, carriages, malleable castings, coffee, and spice, screws, nuts and bolts, steel ranges, glue, tools, biscuits, postcards, woollen goods, varnish; road paving, pork packing. Openings for industries of all kinds. Inducements and facilities offered. Excellent sites available. Mayor, Mr. Ross A. Bastall. Industrial Commissioner, Mr. John S. Dowling.

Fort William.—A port and manufacturing city of rapid growth, at the head of Lake Superior, on the left bank of the Kaministiquia River, about four miles from Port Arthur. On the C.P.R., 995 miles north-west of Montreal, and 419 miles east of Winnipeg; on the C.N.R. and G.T.P. (Lake Superior branch). Passenger and freight steamers to all lake ports, and to the St. Lawrence ports, during navigation. Population 19,858. Assessment $23,091,350, of which $1,146,175 is exempt from taxation. Spent on building operations in connection with 672 buildings, during 1910, $2,621,760. City has street railway, 28 miles of deep water harbour frontage, electric light and power (developed at Kakabeka Falls, 20 miles away), water supply from Loch Lomond (7 miles distant), high school, and several elementary schools, 10 churches, public library, hospital, 10 banks, and all the public utilities. Prominent features:—huge grain elevators, coal docks, freight yards, Ogilvie's flour mills, Canada Iron Foundry, Mount Mackay, Loch Lomond, Thunder Bay, the "Sleeping Giant," and Kakabeka Falls. Industries:—the manufacture of stoves, bricks, brooms, car wheels, cement blocks, in addition to the elevators (18,940,000 bushels capacity), flour mills, and iron foundry afore-mentioned. Special industrial openings for engine works, all iron trades, shipbuilding, agricultural machinery, automobiles, furniture factory, and a really first-class hotel; market gardens needed. Mayor, Capt. S. C. Young. Industrial Commissioner, Mr. G. W. Gorman.

Kingston.—"The Limestone City." The old capital of Upper Canada. The county town of Frontenac County, and a strongly fortified city at the outlet of Lake Ontario. At the mouth of the Cataraqui River, and the outlet of the Rideau Canal. On the G.T.R., 175 miles south-west of Montreal; terminus of the Kingston and Pembroke Railway (103 miles long). Steamers to all lake ports, to the Ottawa River, and the St. Lawrence ports. Population 20,948. Assessment, $9,687,427. Building operations in 1910 cost $220,082. City has a good harbour, electric light, Queen's University, Royal Military College, cheap coal, vast deposits of blue limestone, mineral springs, 20 churches (including Anglican and R.C. cathedrals), hospitals, School of Gunnery, House of Industry, ladies' college, and good elementary schools, provincial penitentiary, lunatic asylum, six banks, and all civic utilities. Chief industries:—locomotive works, iron trades, manufacture of gunpowder, brooms, pianos, leather, cigars, cereal foods, cotton mill, knitting factories, shipbuilding, brewery, flour mill, smelter, elevator. Opening for a brickyard. Mayor, Mr. C. J. Graham.

Peterborough.—A manufacturing city, and the capital of Peterborough County, on the River Otonabee. On the C.P.R., 262 miles south-west of Montreal, and 76 miles from Toronto; on the G.T.R., and Trent Waterway. Population, 18,000. Assessment $11,139,930. Municipal assets, $1,332,865. Debenture debt, $466,302. Altitude, 649 ft. City has a R.C. cathedral and 12 churches, collegiate institute, and several elementary schools, seven banks, electric power (developed on the Otonabee River), electric light, electric railway, county buildings, hospitals, parks, six bridges over the Otanabee, armouries, the largest canal lift lock in the world, and all civic utilities. Chief industries:—Canadian headquarters of the Quaker Oats Company, and the General Electric Company, both of them American enterprises; manufacture of harness, machinery, locks, shovels, agricultural implements, clothing, cordage, carpets, tools, tents and canvas, lumber mills, canoe building, pork packing, flour mills—a total of 35 factories. Openings for industries of all kinds. Free sites and other inducements offered.

Port Arthur.—Capital of the Thunder Bay district; a seaport and manufacturing centre at the head of Lake Superior. On the C.P.R., 891 miles north-west of Montreal, and 423 miles east of Winnipeg. Also on the C.N.R. and G.T.P. (Lake Superior branch). Steamers (16 regular lines) to all the lake ports, and the ports of the St. Lawrence; electric street railway to Fort William, distant four miles. Population 17,000. Spent on building operations during 1910, $1,062,610. City has county buildings, electric light and power, street railway, a magnificent C.N.R. hotel ("Prince Arthur"), six banks, about ten churches, collegiate institute, and several elementary schools, parks, theatres, a beautiful harbour, with extensive water frontage, and all civic utilities. Chief industries:—blast furnaces (Atikokan Iron Company), lake fisheries, saw mills, foundries, and many smaller undertakings. Under construction—the Western Dry Dock and Shipbuilding plant (costing $1,500,000), wagon factory (300 hands), enamel works (350 hands). Openings for industries of all kinds. Cheap power, coal, and pig iron; free factory sites. Mayor, Colonel Ray. Industrial Commissioner, Mr. N. G. Neill.

Windsor.—A port and manufacturing city on the Detroit River (between Lake Erie and Lake St. Clair), and opposite the city of Detroit (U.S.A.), at the south-western extremity of the Province. The largest town in Essex County. On the G.T.R., 228 miles south-west of Toronto, 110 miles from London, and 231 miles from Niagara Falls; on the C.P.R., 566 miles from Montreal; the M.C.R., 250 miles from Buffalo (U.S.A.); the Wabash Railway, 107 miles from St. Thomas, and 223 miles from Fort Erie; the Père Marquette Railway, 143 miles from London. Electric railway to Leamington, and an extensive system of street railways and radials. Tunnel (M.C.R.) for electrically operated trains to Detroit. Powerful steam railway ferries cross the Detroit River, and a passenger ferry service is in operation every five minutes. Steamers to all lake ports, and to the ports of the St. Lawrence. Population, 17,000. Assessment, $11,837,615. Altitude, 580ft. City has eight churches, six banks, convent, and several good schools; electric light; Hydro-Electric Commission's power from Niagara; natural gas; all civic utilities; armouries. Among its manufactures are automobiles, salt, patent medicines, paint and varnish, duplicating machines, wire fencing, brushes, paper boxes, brass goods, iron goods and machinery, furniture and wooden ware, woollen goods, cornmeal, overalls, pearl buttons, and cement bricks. Openings for industries of all kinds, for which the city offers free site, free water and light, and exemption from taxation for ten years. Industrial Commissioner, Mr. Arthur W. Jackson.

Stratford.—"The Classic City." The capital of Perth County, and a great railway town and industrial centre, pleasantly situated on the River Avon. A divisional point on the G.T.R., 88 miles west of Toronto, 81 miles north-east of Sarnia, 120 miles north-west of Buffalo (U.S.A.), and 40 miles from the port of Goderich, on Lake Huron. G.T.R. branches to Owen Sound and Woodstock. Electric radials under construction. Population, 15,601. Assessment, $8,169,990. Schools, wards, and streets are named after Shakespearian characters. City has twelve churches, collegiate institute and several elementary schools, public library, handsome city hall, county buildings, parks, five banks, Y.M.C.A., and all civic utilities. Its industries are, principally, the G.T.R. locomotive repair shops (about 1,500 employees), those connected with the manufacture of furniture, biscuits, woollen goods, carriages, threshing machines, wire fencing, cordage, pork packing, and clothing. About forty factories in all. Openings for more furniture factories, and for agricultural implement manufacture. Niagara power. Free sites and other inducements.

St. Thomas.—Capital of Elgin County, and a busy railway city on Kettle Creek, nine miles from Lake Erie at Port Stanley. On the G.T.R., 118 miles south-west of Hamiliton, 157 miles south-west of Toronto, 59 miles from Brantford; on the C.P.R., 34 miles from Woodstock; on the M.C.R., 112 miles from Windsor; on the Père Marquette Railway, 15 miles south of London; on the Wabash Railway, 116 miles from Fort Erie. Electric railways to London and Port Stanley. Population, 15,000. Spent on building operations in 1910, $286,650. City has street railways, 15 churches, six banks, collegiate institute, and good elementary schools, very fine city hall, county buildings, gas and electric light, and all public utilities. Industries:—Railway shops, flour mills, foundries, and manufacture of agricultural implements, wagons, bentwood and other goods.

Guelph.—"The Royal City." Capital of Wellington County, and a prosperous manufacturing city on the Speed, surrounded by one of the finest agricultural districts in Ontario. On the G.T.R., 48 miles west of Toronto, and 35 miles north of Brantford; on the C.P.R., 80 miles from Goderich, on Lake Huron. Population, 14,789. Assessment, $8,500,000. Output of manufactured products, $8,000,000 per annum. Altitude, 1,057ft. City has about seventy factories, principally iron and wood-working industries; Bell pianos and organs; carpets, woollen and cotton yarns, clothing; paper boxes; tents; pumps; pickles; beer; soap; cigars, and other articles. Ontario Agricultural College, and Macdonald Institute (Domestic Science), between them numbering about 1,500 students. Annual fat stock show. Municipality owns the C.P.R. branch railway to Guelph Junction (15 miles); owns and operates waterworks, gas, electric light, and street railway. Built almost entirely of limestone quarried in the neighbourhood. Has twelve churches, six banks, five armouries, good schools, parks and gardens, substantial city hall and market buildings, attractive square. Openings for new industries of all descriptions.

Berlin.—The capital of Waterloo County, and a busy manufacturing city on the Grand River, and on the G.T.R., 62 miles west of Toronto; and on the C.P.R. (via C.P.R. electric railway from Galt, 13 miles). Electric roads to Waterloo, Galt, Preston, Hespeler, Brantford, and Hamilton. Population, 14,500. Altitude, 1,100ft. City has Niagara power, six banks, about 25 churches, excellent schools and colleges, waterworks, and all other public utilities, street railway, and some 75 factories. The chief industry is furniture-making (15 factories) and allied trades; after which comes the manufacture of pianos, bicycles, biscuits, rubbers, buttons, leather, beet sugar, with some iron-working. Value of manufactured products per annum, about $8,000,000. Farming centre. Openings for factories subsidiary to furniture-making. Specially needed:—A brass factory. Inducements offered by the city to new industries.

Niagara Falls.—A rising manufacturing city and popular summer resort, in Welland County, on the Niagara River, about two miles below the great Falls. On the G.T.R., 82 miles from Toronto; on the C.P.R., C.N.R., Michigan Central Railway, Wabash, Père Marquette, Erie Railway, New York Central, Hudson River Railway, Lehigh Valley Railway Lake Shore Railway, Niagara, St. Catharines, and Toronto Railway (electric). International Traction (electric). Connected with Niagara Falls in New York State, by magnificent bridges, one of which has a single span 550ft. long. Population, 14,000. Altitude, 573ft. City has all the public utilities, splendid new armouries, six banks, a dozen churches, magnificent parks, a prominent hotel (the "Clifton"), schools and colleges, public library, natural gas, and cheap electrical power (500,000 h.p. developed). Good building stone. Chief industries:—Cereal foods, suspenders, carborundum, canning factories, clothing, wire chains, silverware, furnaces. Openings for all kinds of industries. Free sites, etc., offered.

Owen Sound.—"The Liverpool of Ontario." A prettily situated lake port and thriving manufacturing town, in Grey County, at the mouth of the Sydenham River, on Georgian Bay, the eastern arm of Lake Huron. On the C.P.R., 121 miles north-west of Toronto; on G.T.R., 109 miles north of Stratford. C.P.R. steamers to Port Arthur, Fort William, and other lake ports; Northern Navigation steamers to lake ports; other steamship lines with regular services of passenger and freight steamers to lake ports, and St. Lawrence ports. Population, 12,500. Assessment, $6,404,128. City has county buildings, new and handsome post-office, electric light, five banks, many churches and excellent schools, waterworks, and all civic utilities, a deep-water harbour 12 miles long, and attractive residential streets. Chief industries:—Iron- and wood-working; cement-making; lumber trade; grain elevators; shipping and allied industries; woollen mill. Openings for new industries of all kinds, but particularly those connected with the iron and lumber trades.

Chatham.—"The Maple City." Slogan: "See Chatham First." A busy manufacturing city, and the capital of Kent County, on the River Thames (navigable); also on the G.T.R., 91 miles south-west of London; on the C.P.R., 48 miles east of Windsor; on the Wabash Railway, 62 miles from St. Thomas; and on the Père Marquette Railway, 55 miles south of Sarnia. Electric Railway to Wallaceburg and other points. Population, 12,000. Altitude, 593ft. City has natural gas (cheapest in Ontario), street railway, electric light, splendid park (the Tecumseh), county buildings (Harrison Hall), public library, excellent schools, twelve churches, five banks, two hospitals, extensive market-place, public library, steamers to Windsor and Detroit. Chief industries:—Carriage factory, wagon works, woollen mills, flour mill, fanning mills, foundries, and many smaller undertakings. Openings for pork packing, canning, and other industries. City offers cheap power, free sites, and other inducements.

St. Catharines.—An industrial city, summer resort, and capital of Lincoln County, on the Welland Canal, and on the G.T.R., 39 miles east of Hamilton, N., St. C. and T.R. (electric) to Port Dalhousie and other points. Steamers to Toronto during navigation. Population, 12,000. Altitude, 347ft. Assessment, $8,879,216. City has all the public utilities. Bishop Ridley College for Boys (Church of England), six banks, eight churches, excellent schools, mineral springs, street railway, natural gas, cheap power, and is the centre of a great fruit-growing district. Its industries number about 35 factories and mills, manufacturing paper and many other articles of commerce; four canning factories, and a wine distillery. Openings for new industries: inducements.

Sault Ste. Marie.—Capital of the Algoma District, on St. Mary's River, connecting Lakes Superior and Huron, and on the C.P.R. 185 miles west of Sudbury. Terminus of the Algoma Central Railway. A canal has been cut to avoid the rapids between Lakes Superior and Huron. Steamers to all lake ports, and to these of the St. Lawrence. Important industrial centre. Population, 12,000. Altitude, 632ft. Chief industries:—Lake Superior Corporation (iron and steel), Algoma Steel Company, huge pulp and paper mills, saw mills, iron works, steamship line, and street railway. Town has electric light, waterworks, four banks, churches and schools, public utilities, and openings for a furniture factory and market-gardens, among other industries.

Woodstock.—"The Industrial City." Capital of Oxford County, and an important, rapidly increasing manufacturing city, on the River Thames, in the "Heart of Ontario." On the G.T.R. 51 miles west of Hamilton, 27 miles from Brantford, and 29 miles from London. On the C.P.R., 23 miles south-west of Toronto. G.T.R. branches to Stratford and Port Dover. C.P.R. branches to St. Mary's and St. Thomas. Electric railway to Ingersoll. Population, 10,560. Assessment, $4,241,858. Altitude, 958ft. Centre of a very fine agricultural district, thoroughly settled with prosperous, well-to-do farmers. City has Niagara power; municipal electric power, light, and waterworks; street railway, a magnificent courthouse and country buildings, fine armouries, Woodstock College, hospitals, six banks, a dozen churches, ideal residential avenues and

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streets, five parks, golf links, a splendid service of trains, exceptionally pure water, public library, all civic utilities capably managed, and good hotels. Its industries are conducted in upwards of forty factories—including the largest furniture factory in Canada—manufacturing waggons, pianos and organs, leather, soap, shot guns, woollen goods, planting tools, wire fencing, biscuits, stoves, wheel hubs, windmills, brooms, farm implements, braid edging, cereal foods, carpet cleaners; lumber mills, flour mill, machine shops, planing mill, brewery, brickyard, foundry. Special openings exist for new industries of all kinds, which will receive attractive inducements. Mayor, Mr. Scarff. Industrial Commissioner, Mr. S. B. Fuller.

Belleville.—An industrial city and summer resort on the Bay of Quinte, an arm of Lake Ontario: on the G.T.R. 221 miles south-west of Montreal, and 113 miles from Toronto. Population, 10,000. City has the usual public utilities, a dozen churches, seven banks, good schools, good hotels, parks, and gardens, and about forty industries, the chief of which are canning factories, furniture, stoneware, corsets, rolling mills, foundries, flour mills, cement works, rock drills, distilleries, shingle machines, shirt and paper making. Mayor, Mr. Ackerman.

Sarnia.—Capital of Lambton County, lakeport and industrial city on the River St. Clair, near Lake Huron, and on the G.T.R. 170 miles south-west of Toronto. Pere Marquette Railway to Chatham and Windsor. Northern Navigation steamers to Fort William and other lake ports. Steamers to all points on the Great Lakes and the St. Lawrence. Ferry and railway tunnel (electrically operated) to Port Huron, Michigan. Population, 9,810. Altitude, 587ft. City has two miles of deep water front, all civic utilities, twelve churches, ten schools, five banks, natural gas, and manufactures gasoline engines, stoves, chairs, threshers, carriages and other articles. Locality supplies timber, salt, petroleum. Openings for iron and steel industries, shipbuilding, elevators, etc.

Galt.—"The Manchester of Canada." An important manufacturing town on the Grand River in Waterloo County; on the C.P.R. 57 miles south-west of Toronto; on the G.T.R. 20 miles north of Brantford. Electric railways to Paris, Brantford, Hamilton, Preston, Hespeler, Berlin, and Waterloo. Population, 9,709. Altitude, 927ft. City has all public utilities highly developed, Niagara power, natural gas, six banks, many churches, local option, excellent schools, hospital, golf links, street railway, parks and gardens, electric light, and about fifty factories, the chief of which are devoted to the iron and woodworking industries. In addition, there are woollen mills, boot and shoe factory, flour mills, foundries, art metal works, clothing factories, lumber mills, and in the locality limestone quarries. The town is built largely of stone and presents a substantial appearance. Openings for industries of all kinds, which will be encouraged and assisted. Secretary of Board of Trade, Mr. J. H. Hancock.

Cornwall.—Capital of Stormont County, and an industrial city near the Long Sault Rapids in the St. Lawrence; on the G.T.R. 68 miles from Montreal, and on the N.Y.C. 57 miles from Ottawa. Population, 9,500. City has railway bridge over the St. Lawrence, ten churches, good schools, four banks, public utilities, cotton mills, furniture factory, woollen mill, mattress factory, foundry, brewery, stove factory, brickyard, saw mills, paper mill, etc.

North Bay.—Capital of Nipissing District. A lumber, mining, and railway town on the north-east shore of Lake Nipissing, at the junction of the C.P.R. and G.T.R. Terminal of the Temiskaming and Northern Ontario Railway to Cochrane, 252 miles distant. It is 360 miles from Montreal, and 227 miles north of Toronto. Population, 9,500. Altitude, 659ft. Town has electric light and power, six churches, five banks, normal and other schools, and industries connected with iron and wood-working. Tourist centre and summer resort. Openings for new industries of every description. Base of supply for the mining districts of Cobalt, Gowganda, and Porcupine.

Brockville.—Capital of Leeds County, and an industrial centre on the left bank of the St. Lawrence; on the G.T.R. 126 miles from Montreal; on the C.P.R. 75 miles from Ottawa, and terminus of the Brockville, Westport, and North-Western Railway. Port of call for the St. Lawrence and lake steamers. Population, 9,275. Altitude, 280ft. City has gas and electric light, two hospitals, twelve churches, good schools, asylum, five banks, civic utilities, and about a score of factories. Openings for additional industries.

Collingwood.—A large port and industrial town on Georgian Bay, the eastern arm of Lake Huron, and on the G.T.R. 94 miles from Toronto. Steamers to all lake ports and St. Lawrence ports. Population, 8,000. Altitude, 587ft. City is well provided with all public utilities, has five schools, four banks, parks, seven churches, public library, and a large lumber, grain, and shipping trade. Its principal industry is shipbuilding and repairing; some of the largest lake steamers were built here. Other industries are saw mills, packing-house, foundries furniture, flour mill, wire nails, biscuits, tannery, wood-working, boatyards. Openings for new industries.

Barrie.—Capital of Simcoe County. An industrial town and summer resort attractively situated on Kempenfeldt Bay, an arm of Lake Simcoe, and on the G.T.R., 64 miles north of Toronto. Steamers to all lake points in the summer. Population, 7,550. Altitude, 854ft. Electric light, gas, six banks, seven churches, schools, waterworks, several factories and mills, and room for more.

Lindsay.—Capital of Victoria County, and an industrial town on the Trent Canal; on the G.T.R., 69 miles north-east of Toronto, and on the C.P.R., 215 miles from Montreal. Steamers on the Kawartha Lakes in the summer. Population, 7,500. Altitude, 854ft. Town has six churches, all civic utilities, four banks, various schools, county buildings, and several industries connected principally with lumber and woodworking. Openings for new industries. Cheap electric power.

Oshawa.—An industrial and market town in Ontario County, on Warren's Creek, and on the G.T.R. 37 miles north-east of Toronto. On the new C.N.R. between Toronto and Ottawa. Population, 7,500. Altitude, 351ft. Town has three banks, seven churches, five schools, electric railway, a harbour on Lake Ontario called Sydenham, civic utilities, and many important industries. Locality supplies farm products for canning, hardwood, sugar beet. Openings for industries of all kinds. Liberal inducements offered.

Cobalt.—A mining town on Cobalt Lake, and on the Temiskaming and Northern Ontario Railway, 339 miles north of Toronto via the G.T.R. to North Bay. Population, 7,000. The town has five banks, schools, churches, thirteen concentrators, foundry, machine shop, and minor industries, and is the centre of one of the richest silver districts in the world. Hotels, telegraph, and other utilities have been established.

Welland.—The capital of Welland County, in the Niagara Peninsula, and a rapidly-growing industrial town on the Welland Canal; on the G.T.R. 46 miles from Hamilton; on the M.C.R., 14 miles from Niagara Falls; on the T.H. and B. Railway, and Wabash Railway. Electric railway to St. Catharines and other points. Steamers to all ports on the Great Lakes and the St. Lawrence. Population, 6,500. Altitude, 601ft. Town has electric power and light, natural gas, a fine harbour with 20ft. of water, banks, churches, schools, civic utilities, and a large number of important industries, including cordage factory, steel works, dredges, automobile factory, smelting, engines, brass and iron bedsteads. Openings for all kinds of industries, especially those needing cheap power.

Other Towns.—Smith's Falls (6,100), Orillia (6,000), Pembroke (6,000), Goderich (5,600), Midland (5,500), Cobourg (5,300), Kenora (5,100), Ingersoll (5,000), Port Hope (5,000), Trenton (5,000), Arnprior (4,500), Carleton Place (4,500), Hawkesbury (4,500), Waterloo (4,500), Gananoque (4,500), Picton (4,500), Parry Sound (4,500), Sudbury (4,400), Petrolea (4,250), Dundas (4,000), Paris (4,000), St. Mary's (4,000), Haileybury (4,000), Napanee (4,000), Renfrew (3,900), Desoronto (3,750), Perth (3,600), Almonte (3,500), Simcoe (3,500), Brampton (3,500), Preston (3,500), Walkerton (3,500), Wallaceburg (3,500), Strathroy (3,250), Rockland (3,000), Seaforth (3,000), Prescott (3,000), Dunnville (3,000), Walkerville (3,000), Newmarket (3,000), Bowmanville (3,000), Listowel (3,000), Bracebridge (3,000), New Liskeard (3,000), Campbellford (3,000), Leamington (3,000), Orangeville (3,000), Blind River (2,900), Clinton (2,800), Wiarton (2,800), Huntsville (2,800), Tillsonburg (2,800), Oakville (2,800), Meaford (2,800), Kincardine (2,772), Hespeler (2,700), Thorold (2,500), Gravenhurst (2,500), Hanover (2,500), Wingham (2,500), Mount Forest (2,500), Penetanguishene (2,500), Alexandria (2,444), Whitby (2,300), Aylmer (2,250), Southampton (2,250), Amherstburg (2,222), Ridgetown (2,200), Rainy River (2,020), Exeter (2,000), Georgetown (2,000), Merritton (2,000), Mitchell (2,000), Palmerston (2,000).

THE CALL OF THE NORTH.

By C. C. James, Deputy Minister of Agriculture, Ontario.

The movement away from rural Ontario still continues, the high prices have not checked the impulse to sell out, to go West, to seek fortunes in other lands. It is a movement that is hard to check. The report of one farmer who has gone West, taken up a large tract of land, raised a good crop of wheat, and sold off some of his land at an advanced price, is apt to upset the entire neighbourhood from which he came. All through the winter, and especially when springtime comes, the farmer, the farmer's sons, and the farmer's hired man are inclined to do some thinking on this question:—Shall I stay here on my farm in Old Ontario? Shall I go to town or city to try my fortune? Shall I go West? Or shall I go North into the new lands of Ontario?

As to the question of chances in Old Ontario, suffice it now to say that if ever in the past fifty years there has been a golden opportunity to make good in farming in Old Ontario, that chance is now. But to the man who must move, who is determined to seek a new home for himself and his family, with the prospects of sure success, I would like to say that it will be well worth his while to look into the conditions of Northern Ontario before he goes elsewhere. Look at the figures: 97,157 people in the towns and cities, which are growing at a rapid pace, much more rapidly than are most of the towns and cities of Old Ontario—Port Arthur, Fort William, Kenora, Fort Frances, the "Soo," Cobalt, Haileybury, New Liskeard, Cochrane—not to mention others. Cochrane, it is said, though only a few months old, has already over two thousand inhabitants. New settlements are springing up as fast as railroad construction proceeds. This means that, unlike the prairies of the West, the markets are there in advance of the settler. The situation is unique in Canada. Growing towns, from Mattawa in the East to Kenora in the West, are ready to buy the farmer's produce at high prices. The north country can produce hay, oats, peas, clover, potatoes, garden truck, small fruits in great abundance, with a market at hand such as the farmers in Southern Ontario can hardly hope for. In addition to the towns, there are lumber camps and mining camps that pay even higher prices for every ounce of food. There are at least four consumers for every producer. What better conditions could a farmer wish for?

"Well," you say, "if that is so, why have farmers not gone into the north country?" The answer to this is that many have gone in, and those who have gone there, and who have done real farming, are making money, many of them are growing rich, doing far better than if they had gone to the prairie country. On March 31, 1910, seven carloads of agricultural machinery were unloaded at New Liskeard, and seventy farmers drove off with $8,000 worth of implements; on March 17, another lot of six carloads was distributed. What does that mean? The *Temiskaming Herald*, of March 10, reported a debate as to the relative importance of farming and mining. The champions of farming won out. One of the speakers in the debate reported one farmer as having raised 910 bushels of oats from eleven acres (and oats are worth money in that country), named another farmer who banked $5,000 as his profit from last year's crop, and mentioned the name of a third, who, starting with no capital, had made $20,000 in farming in four years. These things may seem exaggerations, but talk with anyone who has gone into the north country in the past four or five years, and who has given himself over seriously to farming, just as we farm in Southern Ontario, and you will hear records that take no second place to the best farming stories of fortunes made in the West. Yes, it is a land of great promise to the real farmer—the only trouble is it is too near. I have never seen more enthusiasm than has come out of the great Northland.

Northland! That is what frightens so many people. Well, let us see. Draw a line east of Winnipeg. Every bit of the 20,000,000 acres of good agricultural land in Northern Ontario lies south of it. The great clay belt of the North has the Winnipeg latitude for its northern boundary. The rich lands in the "Soo" district, the Port Arthur district, and the Rainy River district are much further south. We must disabuse our minds of many old conceptions. There are rocky areas in the North, and they are now giving us silver and gold, nickel and copper, and iron—sources of growing mining camps that mean markets for the farmers—but there are also great areas of the finest farming lands, rolling lands well watered, covered with forests easily cleared, and affording a source of immediate cash return.

What kind of farming is this great Northland likely to develop? Judging by conditions, one would say that it is likely to be a great stock and dairy country. Fodder grows rapidly and luxuriantly, and cattle fatten upon it at a rate that would give Southern Ontario feeders some hesitation to believe. There are great things in store for this north country. Let the prairie farmers grow the finest wheat in the world, Northern Ontario farmers will, twenty years from now, be producing beef and mutton, perhaps butter and cheese—as a choice between these two. I leave our Ontario farmers to draw their conclusions. Here is a great unoccupied land, as fair as any that the sun shines on; with magnificent water powers that will develop towns and cities on the highways from the West to the East; filled with economic minerals, that will attract tens, if not hundreds, of thousands; a productive soil, endowed by nature with all the conditions that go to the making of a great agricultural country. It is near at hand, easily accessible, cheap to purchase—a land that presents ideal conditions for hundreds of thousands. Are our Ontario farmers who must move, or who are determined to move, going to pass it by for the prairie country of the West? All that can be expected is that before deciding upon their future they shall give careful enquiry to the new lands of their own Province, before they seek another. All things considered, Northern Ontario to-day offers the best prospect in all Canada for the man with limited capital who proposes to take up farming as a business.

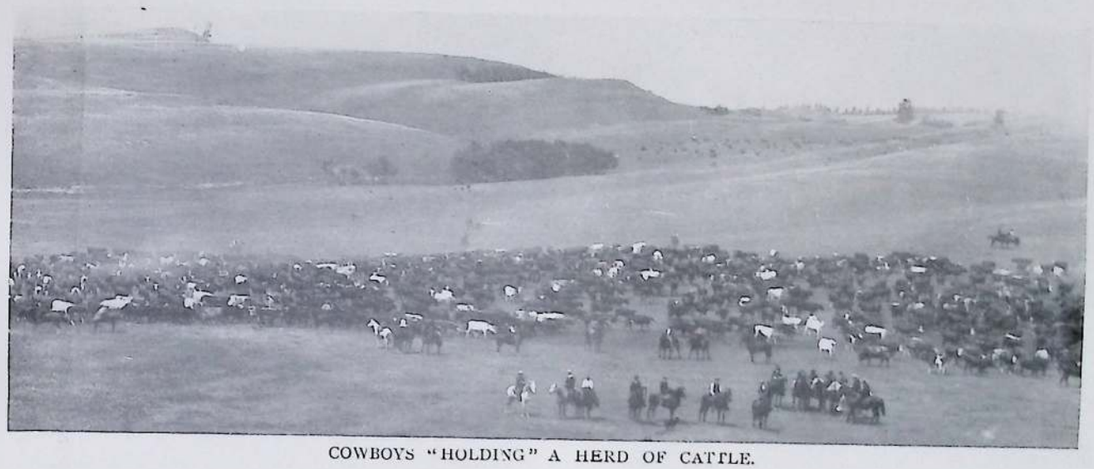
HORSE AND CATTLE RAISING IN CANADA.



BRANDING CATTLE IN A CORRAL.



BRANDING IN A "SQUEEZER."



COWBOYS "HOLDING" A HERD OF CATTLE.



A HORSE RANCHE IN THE CYPRESS HILLS, SOUTHERN ALBERTA.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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Osler, Hammond & Nanton,

Investment Brokers, &c.,

WINNIPEG,
CANADA.

Companies Represented:

LAW UNION AND CROWN INSURANCE COMPANY.

NORTH OF SCOTLAND CANADIAN MORTGAGE COMPANY, LIMITED.

NEW YORK UNDERWRITERS AGENCY.

WESTERN ASSURANCE COMPANY.

ALBERTA RAILWAY AND IRRIGATION COMPANY.

CALGARY AND EDMONTON LAND COMPANY, Ltd.

CANADA SASKATCHEWAN LAND COMPANY, Ltd,

WINNIPEG WESTERN LAND CORPORATION, Ltd.

THE PROVINCE OF MANITOBA.

Area, 64,327 square miles of land; of water, 9,405. Population, 496,111.

LIEUTENANT-GOVERNOR: The Hon. Sir D. H. McMILLAN.

THE MINISTRY.

The Hon. R. P. ROBLIN, Premier, President of Council, Minister of Agriculture and Immigration, Railway Commissioner, and Land Commissioner.
The Hon. HUGH ARMSTRONG, Provincial Treasurer.
The Hon. G. R. COLDWELL, Minister of Education and Municipal Commissioner.
The Hon. COLIN H. CAMPBELL, Attorney-General.
The Hon. R. ROGERS, Minister of Public Works.
The Hon. J. H. HOWDEN, Provincial Secretary.

THIS Province, the earliest section of the great prairies to be settled, is at present passing through a stage of transition from wheat-growing to mixed farming. In the early days of its history wheat-growing was the chief industry, mainly because this branch of farming could at that time be carried on with less capital and more profit than any other class of farming. But the experience of recent years has shown that mixed farming in the aggregate, year in and year out, produces more satisfactory results, besides retaining the fertility of the soil to a much greater extent than the rougher and unscientific methods used in wheat farming, which is not unaptly described as more "mining" than farming. In the more settled portions—notably, the eastern section of the Province—mixed farming, including also dairying, is now largely carried on, and the prosperity of the farmers of those districts has been greatly enhanced by this change. The following table shows the return of field crops in 1910:—

Crops.	Area in Acres.	Yield per Acre.	Total Yield.	Weight per Measured Bushel.	Average Price per Bush.	Total Value.
		Bushels.	Bushels.	lb.	$	$
Spring wheat ...	3,014,400	13·65	41,159,000	59·74	·80	32,927,000
Oats	1,451,000	28·76	41,742,000	34·94	·31	12,940,000
Barley	684,000	20·21	13,826,000	46·61	·39	5,392,000
Rye	38,800	24·33	92,400	52·00	·71	65,000
Peas	1,200	15·50	18,600	48·00	·60	11,000
Flax	24,577	11·79	290,000	55·00	2·09	607,000
Potatoes ...	10,798	143·33	2,833,000	—	·54	1,533,000
Turnips, &c. ...	2,714	294·76	800,000	—	·44	352,000
		ton.	tons.		per ton.	
Hay and clover	117,500	1·15	135,000	—	10·21	1,378,000
				Total		55,206,000

During 1910 Manitoba farmers prepared for seed 3,527,528 acres of land, which is over a million and a third acres more than in 1909; of this, 306,693 acres is for breaking, an increase of 150,000 acres. During the year $3,546,559 was spent on farm buildings.

The increase in dairy farming during the year 1910 is especially notable. In 1910 the amount of butter produced was 6,905,759 lb., valued at $1,537,613, against 3,002,633 lbs., valued at $599,318, in 1909. In addition, the cheese produced amounted to 923,258 lb., valued at $99,250. The Provincial Department of Agriculture, in its annual report for 1910, says that, "with the prices which govern for dairy products it is surprising that a larger number of farmers do not engage more actively in and attentively to this industry."



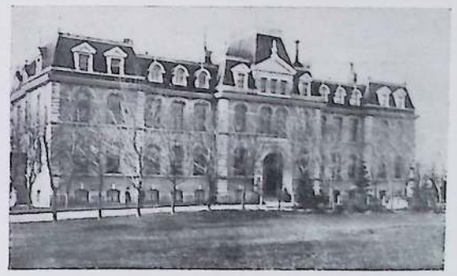
THE HON. R. P. ROBLIN,
The Premier.

A feature of good farming which there seems to be a tendency on the part of the farmer to adopt is the raising of a larger number of sheep and the growing of more and more clover. Poultry also showed a decided increase over 1909. A much larger number of poultry, nevertheless, will have to be raised ere the supply will anything like equal the demand.

Stock breeding and raising is carried on very extensively, particularly in the eastern portion of the Province, where some excellent imported horses and cattle of the best strains are owned.

The Province presents great attractions alike to the settler, whether he possess a fair amount of capital or merely sufficient money to allow of his entrance to the Dominion, the manufacturer, and the investor. Owing to its start of the other two Prairie Provinces, Manitoba is considerably more populated, and has also more railway facilities, so that the farmer may obtain land within easy reach of steel, and so assure his produce a rapid transit to the nearest market. The homesteading lands in the south are by this time nearly all filled, but there are frequently farms for sale, and these have the advantage of being already cultivated, in addition to possessing a house and barns. The settler who has sufficient capital at the start, or who can find sufficient to obtain a farm that is already bearing, has secured a great advantage. In Eastern Manitoba, which is admitted to be one of the finest districts in Canada for mixed farming, thousands of acres of magnificent land can be had at from £3 to £5 per acre. These lands can be bought for £2 an acre down, balance on time, at 7 per cent., freehold. Taxes are very light, covering municipal expenses only; no Government tax. These lands will be worth from £10 to £20 per acre within ten years, owing to their nearness to Winnipeg, and to the fact that the district is so well supplied with railways and water transportation.

Labour of all kinds is scarce, and no handy man, especially one with the knowledge of a trade, need fail. The average wages for labour are as follows:—Carpenters, 45 cents, or nearly 2s., an hour; bricklayers, $6 to $7, or 24s. to 28s., a day; plasterers, 2s. 6d. an hour; while the labouring man with pick and shovel can earn his 8s. to 10s. a day. These classes are far better clothed, better housed, and better fed than the men of similar standing in Great



THE PARLIAMENT BUILDINGS AT WINNIPEG.
The Province's single Chamber, the Legislative Assembly, consists of 41 members, popularly elected.

Britain. The skilled agriculturist who hires out on a farm can get from $20 to $30 per month, and board, if he shows the least aptitude for the work. He gets good board, and can save enough in a year to take a good look round and select his own employment.

The openings for the manufacturer or shopkeeper are just as many and important as those for the settler. In this rapidly developing Province towns are springing up to supply the needs of the farming communities which populate the various districts. These towns, which, if not all destined to be future Winnipegs, or even stars of lesser magnitude such as Brandon or Portage la Prairie, will still afford a very comfortable living to the manufacturer or storekeeper who is clever enough to see his opportunity and to take it. The manufactures, of course, depend upon the natural resources, which consist, particularly in this Province, of building materials, brick clay, and similar mineral deposits. Bricks and drain-pipes, etc., are a commodity much in demand in Canada, and the making of them is an industry to which attention should be directed. At Tyndall, for instance, there is one of the largest stone quarries in Canada, and almost all the stone used in the big buildings in Manitoba cities and towns is quarried here and cut by Scotsmen, who make their 60 cents, or 2s. 6d., an hour.

Induced by plentiful raw material for certain lines of manufacture, or by a plentiful demand for goods of all kinds and at all times, manufacturers from Great Britain, the United States, and other countries are showing great interest in the cities and towns of the Province as a site for profitable expansion of industries already established elsewhere, or the setting up of new ones. This industrial expansion has been especially marked in the neighbourhood of Winnipeg, which is now the third city of Canada in volume and value of industrial output, and is making rapid progress towards a still higher rung of the ladder of industrial fame. Nearly every week one reads of the establishment of some industry—small, perhaps, at first, but destined to become an important factor in the growth of the place in which it has been located. The municipalities offer special inducements to manufacturers, these often including a free site, little or no taxation for a certain period, and free water. Full particulars upon these points can be obtained by writing to the Mayor or Secretary of the Board of Trade in the respective towns.

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THE GREAT WEST
PERMANENT LOAN COMPANY.

Head Office:—WINNIPEG, CANADA.

***Branch Offices:*—VANCOUVER, B.C., VICTORIA, B.C., EDMONTON, ALT., REGINA, SASK., and FORT WILLIAM, ONT.**

Paid-up Capital	-	-	-		**$1,850,000.**
Reserve	-	-	-	over	**500,000.**
Assets	-	-	-	over	**4,000,000.**

Sterling Debentures, 4¼ per cent. Investment.

OUR Debentures form an absolutely safe and profitable investment, and for that reason they strongly appeal to people who desire to invest their funds for stated terms with the assurance of positive security as well as a reasonable and definite return on their investments.

The following information is worthy of especial mention, and should be of particular interest to persons desiring to invest in either the Stock or Debentures of the Company.

Sterling Debentures yield the investor 4¼ per cent. per annum, payable half-yearly as per coupons attached to the Debenture.

These Debentures are issued in amounts of £20 and over for terms of three years and upwards.

Interest is computed from the date money is received by the Company or its Agents.

The large Paid-up Capital, Reserve and Assets of the Company, as shown by the above figures, are splendid evidence that the Great West Permanent Loan Company now ranks as one of the leading Canadian financial institutions.

The Company loans all its funds in Western Canada on the security of gilt-edge first mortgages on improved, productive real estate, and does not engage in any kind of speculation whatever.

Our mortgage loans average less than 50 per cent. of the value of the property secured by mortgage, and in every instance the property is amply covered by insurance in a thoroughly reliable Company to protect our Company from any possible loss.

With our system of loaning, every borrower is compelled to repay each year a definite amount of principal, as well as the interest on his loan, until the mortgage is paid off; and with land values in Western Canada steadily advancing, it is at once evident that the Company's securities are improving year by year.

Every possible precaution is exercised by the Directors in investing the funds of the Company, and with a most thorough and careful system of valuation, combined with a conservative and experienced management, the Company's securities are unquestionably of a very high character.

CAPITAL STOCK, 7 Per Cent. INVESTMENT.

The Company having disposed of its Capital Stock some years ago, has, therefore, none for sale, but the Stock may be purchased through the Toronto, Winnipeg and Vancouver Stock Exchanges, at prices ranging from $128 to $130 per share.

The last seven half-yearly dividends have been at the rate of 9 per cent. per annum, so that, at the current prices, the investment will net 7 per cent.

The Company will be pleased to furnish prospective purchasers with its Financial Statement or other information bearing on the Company, and, if so desired, the Company will purchase the Stock for the investor through the Stock Exchange or privately, at the current prices.

Since its inception the Company has enjoyed uninterrupted prosperity, and has taken a very active part in the development of Western Canada. With the rapid growth of the Western Provinces the demand for money is so great that the present profitable rates of interest will be maintained for many years to come; and with such a desirable field for loaning operations, combined with a progressive management, the price of the Company's Stock should continue to advance, and with the prevailing high dividends the Stock of this Company will undoubtedly be in great demand by those who desire a safe and profitable investment.

For further information, write the Head Office, 436, Main Street, WINNIPEG, CANADA, or, if more convenient, call at, or write the Company's Brokers, Messrs. McNeill & Sime, S.S.C., 8, Hill Street, Edinburgh, Scotland, or Messrs. Boyds, Miller & Thompson, Writers, 190, St. Vincent Street, Glasgow, Scotland.

The emigrant who intends taking up store-keeping or starting business in some such line as confectionery, saddlery and harness, etc., would do well to make a short tour of inspection before deciding upon any particular point. A short term of service in a similar business is advisable before starting for oneself, as one then becomes familiar with the conditions.

A complete list of the towns of the Province, with the opportunities presented in each case, is published below. Intending immigrants should devote some time to studying the openings noted in this list, which may offer some valuable suggestions.

To the investor, the rapidly growing city and farm properties alike appeal, while the opportunities for investment on first mortgage, on which a return of some 7 per cent. is assured, are well worthy of consideration. Real estate values in all the cities and towns, and especially in Winnipeg, Brandon, and Portage la Prairie, are rising, and rates are recorded at very high figures. This aspect of investment in the West is dealt with on page 171.

It is, of course, impossible fully to deal with the resources of the Province in this short article, but those points not touched upon here are traversed under special headings upon other pages of the Annual. The opportunities for shooting both big and small game, and fishing, are found, for instance, on pages 169, 142, and 143; several pages are devoted to wheat-growing and farming generally; and other points of interest will be found in the various sections.

MANITOBA CITIES AND TOWNS.

Winnipeg.—The great commercial metropolis of Central Canada. Capital of the Province of Manitoba. Situated at the confluence of the Assiniboine River and the Red River. It is 1,414 miles from Montreal and 60 miles north of the United States boundary. On the C.P.R., G.T.P., C.N.R., and G.N.R. Population, 160,000. Assessment, $157,608,220. Tax rate, 10.8 mills. Bank clearings in 1910, $953,415,281. Building permits in 1910, $15,106,480. Population of Greater Winnipeg, over 200,000. Headquarters of water transportation on Lake Winnipeg and the Red River. Outstanding features: The supply city of Western Canada; its remarkable development; 236 factories, employing 14,000 hands, and in which $20,000,000 is invested; the largest grain market in the British Empire; seat of Provincial Government; annual Industrial Exhibition, attended by 190,000 people in 1910; chief post of the Hudson's Bay Company; home of 2,000 commercial travellers, representing an annual wholesale turnover exceeding $100,000,000; University; 66 miles of street railway tracks and 45 miles of electric car suburban lines; colleges, technical schools, and the Provincial Agricultural College; the C.P.R. depôt and railway yards; the new Fort Garry Union Station of the G.T.P. and C.N.R.; the C.P.R. Royal Alexandra Hotel; its many notable public buildings and "sky-scrapers"; chief offices of the Dominion Immigration Department in the West; shops of the C.P.R., C.N.R., and G.T.P. Annual value of manufactured products, $36,000,000. Special openings are available for the following industries, or for the investment of capital—Factories manufacturing farm and agricultural implements, including gas and steam tractors; clothing, including men's shirts, collars, and other articles of attire, ladies' ready-to-wear goods; food-stuffs; starch; boots and shoes; metal goods; wire nails; hardware; beet sugar; woodenware; elevator machinery; automobiles and commercial motor wagons; electrical fixtures and appliances of all kinds; furniture; leather goods; dairy supplies; building materials; stoves, ranges, furnaces, and heating-plants; linen mills; flax and jute works; paper and strawboard mills; machine shops and foundries. The city offers cheap sites, cheap power, low taxation, various raw materials, good labour conditions, and unexcelled railway facilities. Mayor, Mr. W. Sanford Evans. Commissioner of Industries, Mr. Charles F. Roland. Summer resorts, Winnipeg Beach and Oak Point.

Brandon.—"The Wheat City." Picturesquely situated on a slope of the right bank of the Assiniboine River. On the C.P.R., C.N.R., and G.N.R.; 134 miles west of Winnipeg. The G.T.P. is expected. Population, 13,500. Altitude, 1,194 feet. Assessment, $10,548,469. Sum spent on new buildings in 1910, $940,385. Industries—6 elevators (capacity 360,000 bushels), cement block factory, 3 flour mills, 2 windmill works, brickyards, creameries, fanning mill factory, marble works, electric light and power plant, pump factories, gas plant, wholesale firms, tent and awning factory, heating plant, sash and door factories, thresher companies. Prominent features—Within a radius of 60 miles there are 134 towns and villages, about 30,000 farmers, and elevator capacity of 12,000,000 bushels; Winter Fair buildings; Dominion Experimental Farm; Provincial Asylum; Indian Industrial School; Collegiate Institute; Baptist College; Hospital; duck-shooting at Oak Lake. Special industrial opportunities—Soap, paper and box, carriage, wagon and buggy, boot and shoe factories; implement works; sewer-pipe and brick plants; canning factory; wholesale houses; cereal factory. Mayor, Mr. J. W. Fleming. Industrial Commissioner, Mr. John T. Hall.

St. Boniface.—An industrial city on the Red River, opposite Winnipeg, with which it is connected by an electric street railway. On the C.P.R., G.T.P.R., C.N.R., and G.N.R. Assessment, $8,238,620. Population, 8,100. Prominent features—Seat of R.C. Archbishop of Manitoba, Jesuit College, Orphanage, large elevators and flour mills. Such openings as exist in Winnipeg for the capitalist and for new industries are to be found here also. Mayor, Mr. J. A. Bleau.

Portage la Prairie.—One of the most delightful cities in the Dominion, 56 miles west of Winnipeg, and on the main lines of four transcontinental railway systems—the C.P.R., C.N.R., G.T.P., and the G.N.R.—giving the city more than 40 miles of trackage within the municipal limits. The Assiniboine River is about two miles to the south. Crescent Lake adjoins the residential portion of the city. Assessment, $4,895,133. Population, 7,500. Spent on new buildings in 1910, $362,500. Outstanding features—Huge flour mills, brickyards, centre of famous farming district known as "Portage Plains." Island Park, Home for Incurables, duck-shooting. Opportunities for new industries—strawboard and paper-box factory, canning factory, gasoline engine works, metallic roofing factory, starch factory. Free factory sites are offered by the city, in addition to other advantages, such as fixed taxation. Objects of special interest in the locality—Lake Manitoba, with its fishing and bathing-beach; the Assiniboine River for fishing, boating, and camping. Industrial Commissioner, Mr. H. Coleman.

Dauphin.—A market town on the Vermilion River, and near to Lake Dauphin. On the C.N.R., 178 miles north-west of Winnipeg, near the junction of the main line with the Swan River Valley branch. Population, 3,500. Industries—Creamery, 4 elevators, flour mill, sawmill. Seven churches, 3 banks, hospital, opera house.

Selkirk.—A market town and river-port on the C.P.R., 24 miles north-east of Winnipeg. Head of Lake Winnipeg navigation. On the Red River. Fish and lumber from the sawmills along the shore of the lake are here transhipped from lake boats to river craft. Population, 3,200. Industries—Sawmills, lumber yards, sash factory, flour and grist mills, cold storage warehouses. Special industrial openings—Steam laundry, flour and oatmeal mills, pulp mill. Electric power from Lac du Bonnet. Splendid agricultural district. Seven churches, electric railway to Winnipeg, 2 banks, schools.

Virden.—A market town in an attractive agricultural district, on the main line of the C.P.R., 48 miles west of Brandon and 162 miles from Winnipeg; also on a branch of the C.N.R. Population, 2,500. Altitude, 1,434 feet. Municipal acetylene gas works, 2 banks, 3 churches. Industries—Brickyard, flour mill, cement block works, 6 elevators (capacity 190,000 bushels), pump factory, machine shops, foundry. Special industrial openings—Creamery, cheese factory, steam laundry, sash and door works, pork-packing factory, waterworks.

Neepawa.—A market town on the White Mud River, in the electoral district of Portage la Prairie. On the C.N.R. and C.P.R., 61 miles north-west of Portage la Prairie, and 117 miles from Winnipeg. Altitude, 1,269 feet. Population, 2,150. Headquarters of the Manitoba Fat Stock Show and Summer Fair of the North-West Agricultural and Art Association. Municipal electric light.

Industries—Two elevators, sash and door factory, creamery, machine shop, brickyard. Four banks. Special openings exist here for a steam laundry and cold storage plant.

Souris.—A market town, picturesquely situated on the Souris River. A divisional point on the C.P.R., 25 miles south-west of Brandon. Centre of the celebrated Souris Plains, one of the best wheat-growing districts in Canada. Population, 2,651. Altitude, 1,450 feet. Industries—A large flour mill, foundry and machine shop, 6 elevators, planing mill, show-case factory. Four churches, high school, telephone, 2 banks, municipal acetylene gas plant. Beautiful natural park. Good fishing, safe bathing, and splendid boating. Special industrial openings—Brickyard, steam laundry, electric power and light (500 h.p. can be developed), house-building.

Morden.—A market town on the C.P.R., 82 miles south-west of Winnipeg; also on the Midland Railway, connecting at Pomeroy with the G.N.R. The Pembina Mountains to the west. Population, 2,000. Altitude, 988 feet. Centre of excellent farming district. Municipal electric light, telephone, court house, and jail. Two banks. Industries—Flour mill, 5 elevators, lumber yards, cement block works, pump factory. Good marl deposits 14 miles distant awaiting development.

Minnedosa.—A market town on a branch line of the C.P.R., 79 miles north-west of Portage la Prairie and 125 miles from Winnipeg. On the Little Saskatchewan River. Population, 1,850. Altitude, 1,671 feet. Power up to 3,000 h.p. being developed. Industries—Five elevators, lumber yards. Special industrial opportunities—Brickyard, oatmeal mill. Inducements offered by the municipality to manufacturers. Electric light, 2 banks, 4 churches, good school, telephone.

Carman.—A market town on the River Boyne, 58 miles south-west of Winnipeg, on the C.P.R., C.N.R., and G.N.R. Population, 1,600. Altitude, 872 feet. Land Title office, hospital, 6 churches, beautiful park, 3 banks. Industries—Sash factory, 5 elevators, flour mill. Openings for industries—Cheese factory, creamery, steam laundry, brickyard, wire-fence factory, pork packing establishment. Municipality offers cheap sites for industries.

Carberry.—A busy market town in the centre of the celebrated "Carberry Plains," renowned for wheat-growing. On the C.P.R. main line, and the C.N.R., 28 miles east of Brandon and 136 miles west of Winnipeg. Population, 1,500. Altitude, 1,288 feet. Municipal electric light and waterworks. Industries—Two planing mills, 7 elevators, flour mill (for sale). Three churches, good school, 3 banks.

Emerson.—A market town on the C.P.R., C.N.R., and G.N.R., close to the international boundary and about 66 miles south of Winnipeg. Population, 1,400. Altitude, 792 feet. Farming and dairying prominent. Five churches and two good schools. Industries—Brickyard, cement block works, one elevator.

Beausejour.—A market town, in a good farming country, on the C.P.R., 35 miles east of Winnipeg. Population, 1,200. Industries—Glass factory, pressed brick factory. Four churches, good school. Government telephones.

Killarney.—A market town on a branch of the C.P.R., 185 miles south-west of Winnipeg, near the Turtle Mountains. Population, 1,200. Altitude, 1,625 feet. Prominent features—A fine lake, providing a splendid summer resort; annual exhibition; ladies' brass band. Industries—Sash and door factory, flour mill, creamery, 5 elevators, machine shop, cement block works, lumber yards. Four churches, telephone, 2 banks, electric light, high school.

Gladstone.—A small market town on the C.P.R. and C.N.R., 91 miles north-west of Winnipeg and 25 miles from Portage la Prairie. Population, 1,150. Industries—Flour mill, 3 elevators, brickyard, sash and door factory. Two banks, 4 churches, good school, Government telephone.

Stonewall.—A busy little town on a branch line of the C.P.R., 21 miles north of Winnipeg. Population, 1,074. Near an isolated elevation known as "Stony Mountain." Four churches, 2 banks, high school. Industries—Six lime-kilns, 4 stone quarries, 2 elevators, cement block works, flour mill, baking-powder factory.

Boissevain (997).—On C.P.R., 182 miles south-west of Winnipeg; also on G.N.R. Centre of a splendid wheat-growing district.

In addition the following towns are of minor importance:—Gretna (700), Shoal Lake (700), Morris (700), Macgregor (700), Hartney (650), Treherne (650), Crystal City (650), Oak Lake (600), Swan River (600), Roland (600), Russell (600), Reston (600), Plum Coulee (550), Wawanesa (550), Winkler (550), Rivers (—), Elgin (500), Alexander (500), Somerset (500), Cypress River (500), Gilbert Plains (500), Holland (500), Dominion City (500), Binscarth (450), Altona (450), Napinka (400), Baldur (400), Waskada (400), Cartwright (400), Elm Creek (400), Ninga (400), Glenboro' (400), Rossburn (400), Rosenfeld (400), St. Claude (300), Ochre River (300), Miami (300), Plumas (300).

The City of Winnipeg offers to-day very exceptional opportunities both to the manufacturer, the merchant, and the experienced business man. A very well equipped office is maintained, from which useful information is furnished, free of charge, as to the manufacturing possibilities of any line of industry. This office is in charge of Mr. Charles Roland, the Industrial Commissioner, to whom enquiries should be addressed. Among the financial companies which have selected Winnipeg as the chief centre, and are engaged in lending money on the security of land and farms, one of the most important is the Great West Permanent Loan Company. The 4½ per cent. debentures issued by this company offer a gilt-edged investment suitable for trust funds. The shares on which a dividend of 9 per cent. is at present paid would attract another class of investor. Fuller particulars concerning this company appear in our advertisement pages.

Among the most prominent and influential financial firms in Western Canada is that of Messrs. Osler Hammond and Nanton. In addition to their extensive business as investment brokers, they deal largely in city property and Western lands for their clients. This firm represents, among others, some well-known insurance, mortgage, and land companies, and Messrs. Osler Hammond and Nanton possess a large clientèle among British investors.

Mr. William Grassie, who has an intimate knowledge of property values in Winnipeg, is one of the well known real estate agents in that city who have a large and constantly-increasing clientèle among shrewd investors in Great Britain. Very large sums of money have been made in Winnipeg during the last few years by investors in Great Britain, who have purchased city property through well-informed firms in Winnipeg.

The Walch Land Company have an extensive knowledge of land values in Western Canada, and are able to advise buyers of real estate as to the merits of new town sites. This firm will advise clients in regard to investment of money on mortgage or as to purchasing lands with a view to a future rise in value.

FOR INVESTMENTS IN or NEAR WINNIPEG

WRITE TO, OR CALL ON

Wm. GRASSIE,

54 Aiken's Building, 221, McDermot Avenue, WINNIPEG. P.O. Box 645.

FIRST MORTGAGE INVESTMENTS

to return **5** to **8 per cent.** per annum.

IMPROVED FARMS & FARM LANDS.

ACREAGE BLOCKS

within the 12 mile circle of Winnipeg City Hall.

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Canada's Greatest Growing Market



Invest your surplus money and locate your Canadian Factory or Warehouse in the Central City of Canada, where you can get CHEAP POWER, cheap sites, low taxation, plentiful supply raw materials, best of labour conditions, unexcelled railway facilities. Winnipeg is a city of fine, prosperous homes, where health, wealth, and happiness abide.

Reports furnished free on the manufacturing possibilities of any line of industry, and Illustrated Booklets furnished free, by addressing

CHAS. F. ROLAND,
Industrial Commissioner, Winnipeg, Canada.

THE WALCH LAND CO.

Lands, Townsites and Investments,

WINNIPEG, CANADA.

LANDS. Our experience in Western Canada and our knowledge of farm lands therein is unequalled by any other firm operating in this field. We have purchased large tracts of land in Manitoba, Saskatchewan, Alberta and British Columbia, which were colonized by our Company, and our knowledge of land values and land quality eminently fits us to look after your land interests in Western Canada.

TOWNSITES. There are few towns with a future put on the market in Western Canada in which we do not acquire a large interest in the first stages of their development. Therefore if you wish to engage in business, procure a home, or make an investment, it will pay you to get our views before arriving at a decision. Illustrated literature pertaining to our townsites will be sent to any one who is earnestly interested.

INVESTMENTS. Our knowledge of farm lands and town properties throughout Canada, and our close associations with the people comprising the population of Canada's West, enable us to make loans greatly to the advantage of investors. We can place absolutely safe loans on first real estate mortgages so as to net from 5 to 8 per cent. per annum. We can invest your money in wild lands or town or city property so as to net anywhere from 10 to 50 per cent. per annum. It is a well-established fact that many people who purchased lots at from $50 to $500 each or upwards in Western towns, have realised in less than a year's time at from $100 to $1,000 per lot.

Full information pertaining to any branch of our business will be gladly furnished upon request.

Address: THE WALCH LAND CO., Winnipeg, Canada.

THE PROVINCE OF SASKATCHEWAN.

Area, 242332 square miles of land; of water 8,318. Population, 377,590.

LIEUTENANT-GOVERNOR: The Hon. GEORGE W. BROWN.

THE MINISTRY.

The Hon. WALTER SCOTT, Premier, President of Council, and Minister of Public Works.
The Hon. J. A. CALDER, Minister of Education, Provincial Treasurer, and Minister of Railways, Telegraphs, and Telephones.
The Hon. W. F. ALPHONSE TURGEON, Attorney-General.
The Hon. W. R. MOTHERWELL, Provincial Secretary and Minister of Agriculture.
The Hon. A. P. McNAB, Minister of Municipal Affairs.

THE Central Prairie Province, as Saskatchewan is called, is at present receiving a great amount of attention from settlers, and is showing the most rapid development of the three Provinces, which are growing at a pace unequalled in the history of the world. This present spectacular development is due, not to any outstanding feature in the Province's resources as compared with those of its eastern and western neighbours, but to the accident of its geographical position. It is obvious that the majority of settlers coming into a new country would settle near railway lines for the sake of transportation facilities and markets, and near each other for the sake of companionship. Thus Manitoba, being the most eastern portion of the new country, was settled first, and it is now the turn of Saskatchewan to receive the greatest amount of settlement. When Saskatchewan has become comparatively fully settled—as that term is understood in the West, where a man does not consider himself out of the world if he cannot see a neighbour's homestead—Alberta's turn will come for the lion's share of attention.

Saskatchewan is claimed to be the greatest wheat-growing Province, and the following figures for 1910 substantiate this statement:—

	Wheat.	Oats.	Barley.	Flax.
Manitoba	41,159,000	41,742,000	13,826,000	290,000
Saskatchewan	81,139,000	61,367,000	3,598,000	2,448,000
Alberta—Spring	5,359 000	—	—	—
Alberta—Winter	1,231,000	23,644,000	3,953,000	61,000

Yet it must be remembered that this is also due, not to any special fertility of the Province, but to the fact that Manitoba is a smaller Province, and moreover mixed farming is being carried on there to a far greater extent than in Saskatchewan. Alberta, on the other hand, has not the same quantity of land under crops. The following table shows the yield of field crops in 1910:—

Crops.	Area in Acres.	Yield per Acre. bush.	Total yield. bush.	Weight per measured bush.	Average price $ per bush.	Total value.
Spring wheat	4,848,000	16 73	81,139 000	59·60	0·691	56,066,000
Oats	1,9 3,000	31 10	61,367,000	36·27	0·285	17,590 000
Barley	137 400	26·18	3,598,000	46·49	0·358	1,289,000
Rye	3,400	14 50	49,300	51 66	0·50	24,600
Flax	438,000	7.87	3,448,000	55·24	2·08	7,171,800
Potatoes	17,870	148 73	2,658,000	—	0·59	1.568 000
Turnips, &c.	1,690	288·27 ton.	487,000 tons.	—	0 43 per ton.	209,000
Hay and clover ...	17,200	1·34	23,000	—	9·56	220,000

Saskatchewan as a Province is still in its first decade, having been carved out of the North-West Territories in 1905. The history of the West is almost negligible so far as settlement is concerned until the opening of the present century. But the growth of the population since 1900 in the country which has since become the central Prairie Province has been remarkable. Until that date the settlement was almost restricted to a belt varying from fifteen to twenty-miles wide along the main line of the Canadian Pacific Railway from the western boundary of Manitoba to Moose Jaw; a similar belt along the north-western branch to Yorkton; an irregular settlement from Gainsborough to Alameda, on the Canadian Pacific-Estevan branch; and north from Alameda to Moose Mountain; while there was another scattered settlement from Saskatoon to Prince Albert, chiefly between the north and south branches of the Saskatchewan.



THE SASKATCHEWAN PARLIAMENT BUILDINGS AS THEY WILL BE WHEN COMPLETED.
The Province's single Chamber, the Legislative Assembly, consists of 41 members, popularly elected.

To-day the whole of the eastern half of South Saskatchewan is practically homesteaded, while Central Saskatchewan from Manitoba to the South Saskatchewan river is thickly dotted with homesteads, excepting the heavily timbered district in the north-east. Large settlements have also been made west and south of Saskatoon, as well as south of Battleford.

In all these districts, as well as in the south-west triangle of the Province—some twenty-three million acres—which include the lands south of the main line of the Canadian Pacific Railway from Moose Jaw west, as well as all the lands which as yet remain unoccupied north of Swift Current and Maple Creek—about 10 per cent. of which are to-day occupied as ranches—there still remain thousands of homesteads to be taken. In all, there were in the Province 86,826,240 acres available for settlement. Homesteading invariably proceeds from railway lines like the unrolling of a carpet. The rapid extension of the main lines of railway during the past few years has been a great factor in bringing settlement to Saskatchewan. There are many districts yet unoccupied into which branch lines of railway are projected, and settlement will continue for many years to come.



THE HON. WALTER SCOTT, THE PREMIER

The great wealth of the Province in Southern and Central Saskatchewan is in the top ten inches of soil on the homesteads. One hundred and sixty acres of such land is offered by the Dominion Government to every settler on settlement conditions. Other lands adjacent to the homestead can be purchased at from £1 8s. to £6 per acre, according to location, improvements, and nearness to railways, cities, or towns.

The chief products of the Province, in addition to the grain crops enumerated above, are live stock—horses, cattle, hogs, and poultry. Wheat and fat cattle are the chief exports, but all the horses raised are required for new settlers, and there are many farms in the Province which are devoted exclusively to raising horses. Oats, poultry, eggs, dairy products, and pork are required for home consumption, and the new settler finds a ready local market for anything he produces.

The dairy industry is growing rapidly, and the total value of butter and cheese in 1910 is estimated at $208,792. Poultry-keeping is increasing, the number of fowls growing at the rate of about a million a year.

The opportunities which this Province presents to the settler are indicated by the fact that now thousands of families from Great Britain are doing well in the Province on farms of their own. Many of them had but little capital when they landed, but taking up homesteads, and inspired by the knowledge that the farm was their own, adapted themselves to the ways of the country, and became members of prosperous farming communities. They are now sure of a home and a comfortable living beyond anything they could have attained in the Old Country. Labour of all kinds is urgently needed.

Very many openings occur in

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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"CANADA" ANNUAL, 1911.

Some of Canada's City Halls.



THE HALL AT CALGARY (ALBERTA) UNDER CONSTRUCTION.



Photo by] GALT (ONTARIO). *[Valentine & Sons.*



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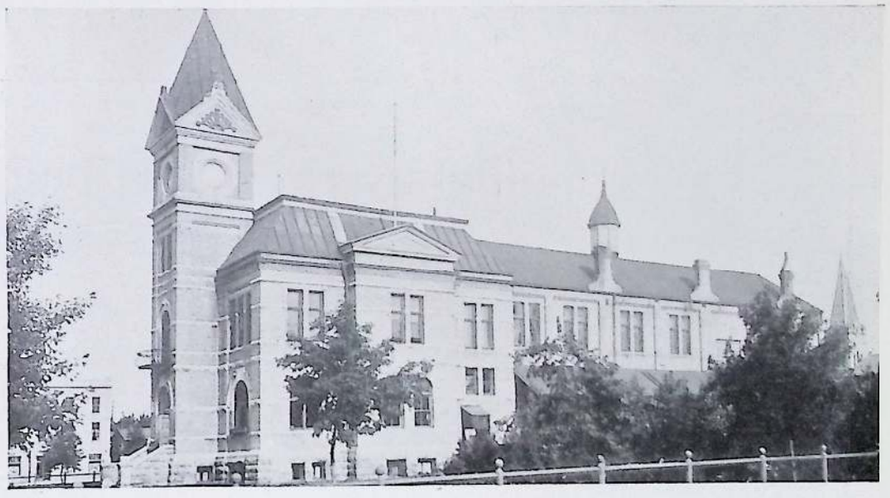
REGINA (SASKATCHEWAN).



Photo by] HALIFAX (NOVA SCOTIA). *[Valentine & Sons.*



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BRANDON (MANITOBA).

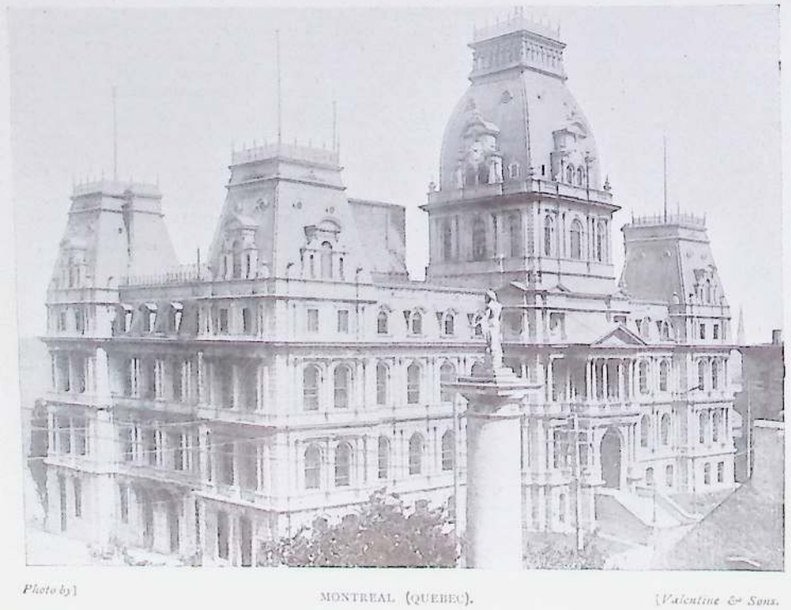


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addition in the cities and towns for the capitalist, and the storekeeper, and the new-comer with a trade. Investments on first mortgage and in lands offer a safe medium and excellent returns, while there are numerous ways of employing capital in the establishment of wholesale and retail houses and in various manufactures, in which the raw materials found in the Province can be utilised. These include all kinds of building materials, lumber, and certain minerals. Particular attention is given to the openings presented in the various cities and towns in the following list. Full information can be obtained upon all points from the Mayor or the Secretary of the Board of Trade.

SASKATCHEWAN CITIES AND TOWNS.

Regina.—The Provincial capital. A progressive city in the heart of the wheat-growing district of Saskatchewan. Admirably situated as a distributing centre for wholesale houses. On the C.P.R., C.N.R., and G.T.P. (under construction), 358 miles west of Winnipeg. Altitude, 1,885ft. Assessment, $18,211,950. Population, 17,000. Amount spent on new buildings in 1910, $2,500,000. Bank clearings for 1910, $47,700,672—the first year of the clearing house. Prominent features:—Parliament buildings, handsome post office and city hall, good hotels, soup works; Dominion Fair, 1911; Wascana Lake; headquarters of the R.N.-W.M.P.; residence of the Lieutenant-Governor. Special opportunities for new industries and for the capitalist:—Factories for the manufacture of shirts and collars, felt and straw hats, cereal foods, lamps, furniture, linseed oil, matches, wagons and carriages, binder twine, paper boxes, vinegar, glue, and biscuits; flour mills, cement works, wholesale glass and paint house. Mayor, Mr. P. McAra. Industrial Commissioner, Mr. T. W. Sheffield. The city offers special inducements to manufacturers and others to locate here.

Moose Jaw.—A well-built city at the confluence of Moose Jaw River and Thunder Creek, 400 miles west of Winnipeg, and 1,085 miles from Vancouver. It is an important divisional point of the C.P.R. at the junction of the main line with that from Minneapolis and Sault Ste. Marie, known as the "Soo" line. It is the starting point of the C.P.R. branch line to Outlook, which is now being



RESIDENCES IN ATHABASCA STREET, MOOSE JAW.

extended to meet the Lacombe branch building from Castor. Altitude, 1,767ft. Population, 15,000. Assessment, $15,090,383. Spent on new buildings in 1910, $1,035,290. Local option. Prominent features:—Large flour mill, important land office, centre of a fine agricultural country, large stock yards, very efficient collegiate institute, good parks. Special openings exist for the following industries:—A first-class hotel; wholesale hardware, drugs and stationery houses; soap factory, tannery, abattoir, woollen mills. Mayor, Mr. John Pall. Industrial Commissioner, Mr. R. A. Kirkwood.

Saskatoon.—On the South Saskatchewan River, near the centre of the Province. On the C.P.R., G.T.P., and C.N.R., 535 miles west of Winnipeg. Population, 15,000. Assessment, $10,571,215. Estimate of the sum spent on new buildings in 1910, $3,000,000. Prominent features:—Seat of provincial university, agricultural college, and Government experimental farm; automatic telephone system; 120 wholesale houses. Special industrial opportunities:—Soap factory, packing and cold storage plant, tannery, shoe factory, foundry and machine shops, oil mills. Market-gardens and poultry-farms are also needed. Mayor, Mr. James Clinskill. Industrial Commissioner, Mr. F. Maclure Selanders.

Prince Albert.—A progressive city, situated on the south bank of the North Saskatchewan River, here over 1,000ft. wide at its narrowest point. On three lines of the C.N.R. The G.T.P. and C.P.R. branches will reach the city this year. Population, 8,000. Assessment, $6,692,552. Spent for building purposes during 1910, $700,000. Altitude, 1,432ft. Outstanding features:—Lumber industry, marble and granite, important station of R.N.-W.M.P., 2,000 square miles of spruce and poplar to the northward, boating, bathing, fishing, and shooting, municipal government by commission, Roman Catholic Cathedral, big demand for labour, undulating country. Openings for new industries:—Pulp and paper mills, wholesale and distributing houses, development of hydro-electric power, furniture and woodenware factories. This is an ideal location for mixed farming and wheat-growing. Good supply of hay and water. Industrial Commissioner, Mr. Julius Woodward.

Yorkton.—A market town on the C.P.R. and G.T.P. in the electoral district of Mackenzie, 280 miles north-west of Winnipeg. The principal industries are a flour and oatmeal mill, saw mills, and eight elevators. Openings for wholesale and distributing houses. The town is provided with elementary and high schools, hospital, telephone system, five churches, and the usual public utilities. Population, 3,000.

Swift Current.—On the C.P.R. main line, 506 miles west of Winnipeg, and 148 miles west of Regina. Market town of a very large agricultural district, eminently suitable for grain-growing. Altitude, 2,423ft. Population, 2,500. Government Meteorological Observation Station. Six elevators; telephone system; flour mill. By-laws passed to provide waterworks, hospital, and electric light. Openings exist for a sash and door factory, brickyard, a wholesale grocery house, and distributing houses. Power can be obtained from Swift Current Creek, if properly developed.

Weyburn.—A market town on the "Soo" branch of the C.P.R., fifty miles immediately north of the U.S.A. boundary, 92 miles south-east of Moose Jaw, and 314 west of Winnipeg. Population, 2,300. Altitude, 1,877ft. On the Souris River. Industries:—Ironworks, seven elevators, flour mill, cement works, machine works, electric light works. Good school, five churches, and four banks. Excellent wheat market.

Indian Head.—A market town on the main line of the C.P.R., 315 miles west of Winnipeg, and forty-two miles east of Regina. Population, 2,000. Altitude, 1,924ft. Prominent features:—Government experimental farm on the north side of the railway, Government forest nursery on the south side; numerous large farms, on which great yields of wheat are obtained. Industries:—Ten elevators (capacity, 356,000 bushels), door and fanning mill factory, flour mill, lumber yards. Municipal waterworks and electric light. Summer resort at Lake Katepwa, in the Qu'Appelle Valley.

Estevan.—A coal-mining town where the "Soo" branch of the C.P.R. joins the Souris branch, 290 miles west of Winnipeg. Divisional point. About ten miles north of the U.S.A. boundary. On Souris River. Altitude, 1,860ft. Population, 2,000. Chief industries:—A coal and brick company employing nearly 200 men, the Shand Coal Mine Company, six elevators (capacity, 215,000 bushels).

flour mill, brickyard. Usual public utilities. Openings for a machine shop, pottery, brick and cement plants, steam laundry, creamery, jewellery store.

Melville.—A divisional point on the G.T.P., 257 miles north-west of Winnipeg. Branch lines to Yorkton and Balcarres. Only three years old. Population, 2,000. Three banks. Telephone, and electric light. Two parks. Special opportunities exist for the establishment of the following industries:—Brickyard, butter and cheese factory, flour mill, sash and door factory, steam laundry, overall factory. Shoemakers are also needed.

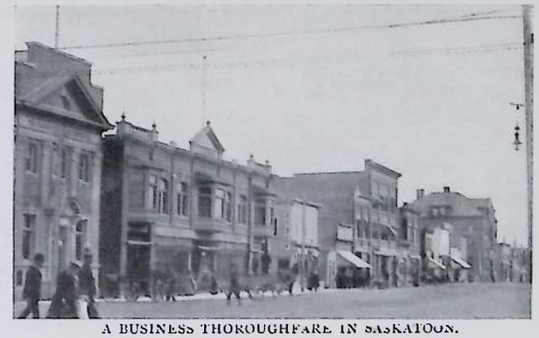
North Battleford.—A railway centre and market town at the meeting of the North Saskatchewan and Battle Rivers in Battleford electoral district. On the C.N.R. main line, 253 miles east of Edmonton, and 573 miles north-west of Winnipeg. Population, 1,900. Government Provincial Asylum. Railway shops. Four churches. Electric light. Elevator (capacity, 25,000 bushels). Grist mill. Centre of famous fertile Saskatchewan Valley. Land undulating, and dotted lightly with beautiful poplar groves. Homestead lands are plentiful. Summer resorts:—Jack Fish Lake, Manitou Lake.

Lloydminster.—In the centre of a large agricultural district. On the C.N.R. main line, 175 miles east of Edmonton, and 657 miles by rail from Winnipeg. Population, 1,500. Electric power and light plant, three elevators, and a large flour mill. Two banks, two schools, and four churches. An opening exists for a first mortgage investment business.

Moosomin.—A market town on the main line of the C.P.R., eighty-seven miles west of Brandon, and 221 miles west of Winnipeg. Population, 1,400. Surrounded by groves of poplars. Centre of judicial district, with resident judge. District station of R.N.-W.M.P. Government creamery. Collegiate institute. Splendid mixed farming locality. Flour mill (capacity, 300 barrels daily). Five churches and two banks. The Moose Mountain district to the south. Good opening for a steam laundry.

Arcola.—In the centre of a good wheat-growing district. On the C.P.R., 113 miles south-east of Regina. Divisional point. Population, 1,300. Altitude, 1,582ft. Industries:—Flour mill, six elevators, lumber yards, brickyards, machine shop. Special opportunities for the following industries exist:—Creamery, sash and door factory, electric lighting plant, abattoir, and another general store.

Wolseley.—On the C.P.R. main line at its junction with the Wolseley-Reston branch, sixty-two miles east of Regina, and 285 miles west of Winnipeg.



A BUSINESS THOROUGHFARE IN SASKATOON.

Population, 1,200. Altitude, 1,950ft. Industries.—C.P.R. nursery of over 750,000 trees, brickmaking, seven elevators, electric light and power company. Telephone, three banks, six churches, convent. Special industrial openings:—Cheese factory, flour mill, dairy, abattoir.

Rosthern.—On the C.N.R., midway between Saskatoon and Prince Albert, and about sixty miles from each place. Population, 1,200. Government telephone system, eight churches, opera house, and court house. Industries:—Seven elevators, brickyard, and two flour mills. An opening exists for a foundry.

Qu'Appelle.—A market and supply town on the main C.P.R. line, 32 miles east of Regina, and 326 miles west of Winnipeg. Surrounded by beautiful trees. Land highly suitable for mixed farming. Population, 1,100. Altitude, 2,134ft. Several Indian reservations in the neighbourhood. Fort Qu'Appelle, an old Hudson's Bay post, twenty miles distant. Industries:—Seven elevators, creamery, lumber yards. Four churches, two banks, school.

Battleford.—A market town in a fine farming country, at the confluence of the Saskatchewan and Battle Rivers. On a C.N.R. branch line from North Battleford, about 580 miles north-west of Winnipeg, and 256 miles east of Edmonton. Altitude, 1,620ft. Population, 1,100. Four churches, high school. Long water frontage. Clay for brick and cement blocks. Special industrial openings:—Creamery, real estate agency, shoe and clothing factories, steam laundry.

Watrous.—A divisional point on the G.T.P., 408 miles north-west of Winnipeg, and 334 miles south-east of Edmonton. Population, 1,030. Three elevators, three churches, and two banks. Special openings exist for a flour mill and steam laundry. Little Manitou Lake, three miles distant, is becoming famous as a health resort on account of its mineral properties.

Humboldt.—A market town in the centre of a fine agricultural district. Suitable for mixed farming, wheat-growing, and the feeding of cattle and horses. On the C.N.R., 72 miles east of Saskatoon, and 438 miles north-west of Winnipeg. Divisional point. Population, 1,025. Dominion land office, three churches, schools, creamery, two elevators, two banks. Special openings for another elevator, flour and oatmeal mills, sash and door factory, dentist, baker and confectioner.

Maple Creek.—A cattle-shipping town on the main line of the C.P.R., 534 miles west of Winnipeg, and 86 miles east of Medicine Hat. Altitude, 2,495ft. Population, 1,000. Extensive yards for shipping cattle. Horse, sheep, and cattle ranches in vicinity. Cypress Hills to the south. Four churches, hospital, opera house, school, town hall, two banks. Industries:—Creamery, sash and door factory, brickyard, cement block works, lumber yards.

Grenfell.—A rising town on the C.P.R. main line, 260 miles west of Winnipeg, and 78 miles east of Regina. Altitude, 1,957ft. Population, 1,000. Industries:—Flour mill, grist mill, six elevators (capacity, 210,000 bushels), lumber yards. Six churches, high school, telephone, one bank. Industrial opportunities:—Brickyard, butter and cheese factory.

SMALLER TOWNS.

MELFORT.—Population, 900. On Carrot River, south-east of Prince Albert. Divisional point on C.N.R. Fertile, well-wooded country.

OXBOW.—Population, 850. On a hill above the Souris River, 41 miles from Estevan, and on the C.P.R.

YELLOWGRASS.—Population, 800. On the C.P.R., 74 miles south-east of Moose Jaw. Fine grain district.

ROUTLEAY.—Population, 800. On the C.P.R., 32 miles from Moose Jaw. Five elevators.

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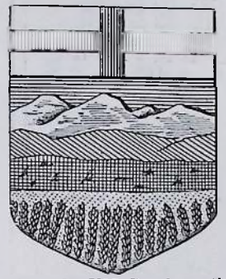
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THE MINISTRY.

The Hon. A. L. SIFTON, Premier, President of the Executive Council, Provincial Treasurer, and Minister of Public Works.

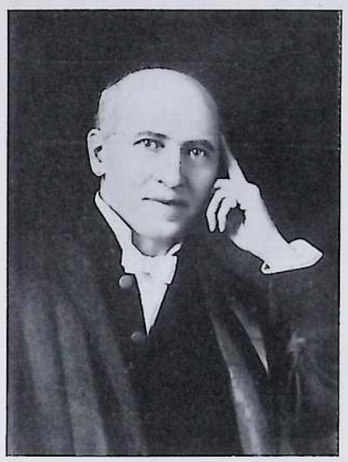
The Hon. C. R. MITCHELL, Attorney-General and Minister of Education.

The Hon. A. J. MACLEAN, Provincial Secretary.

The Hon. DUNCAN MARSHALL, Minister of Agriculture.

THIS Province, the farthest west portion of the great central plateau of the Dominion, besides being the most interesting to the traveller, offers the greatest variety of opportunities to the immigrant. It differs from the more eastern Prairie Provinces by reason of its geographical position near the Rockies, by virtue of which it possesses certain climatic advantages and many beautiful resorts popular with tourists, its mineral resources, vast timber limits, and other natural features which combine to make the Province one of the most attractive of the Dominion.

The Province has been classified by Nature into three divisions, each of which possesses properties especially adapted to certain forms of agriculture. The southern, or true prairie section, extends from the international boundary to about one hundred miles north of Calgary, and includes the basin of the South Saskatchewan, which, uniting with the North Saskatchewan, makes the great waterway of the prairies. This district was formerly famous for its ranching, its rolling lands, abundance of excellent feed, and comparatively warm climate making the keeping of stock easy. The winters are rendered mild by the beneficent influence of the "chinook," a warm wind from the Pacific Ocean, which, coming through the deep valleys of the Rockies, softens the severity of the winter. So powerful is this famous wind that it thaws a fall of snow in a few hours, thus securing to the cattle on the ranges an abundance of food which would otherwise have been unobtainable. It was to this balmy wind that the early ranchers owed their success in stock-raising, for it rendered unnecessary the provision of large quantities of winter supplies, and enabled them to keep huge herds in the open during the winter.



THE HON. A. L. SIFTON, K.C., Premier of the Province of Alberta.

The beauty and fertility of this district has now attracted the farmer, and the rancher has been deprived of most of his huge grazing grounds. The rainfall is light, but the lack of water has been avoided by the construction of huge irrigation works (referred to at length in the article upon the Western Canada Land Co. and the Southern Alberta Land Co. on pages 187, 189, and 191). Fall wheat has been found to thrive excellently, as much as 40 bushels per acre being obtained; while sugar-beet growing is a notable success. Further, a system of "dry-farming" has been introduced from the United States, and this is considered to be as effective as that in which irrigation is necessary.

The central section of the Province extends from Red Deer northward, and, including the basin of the North Saskatchewan, stretches to the height of land which separates the watersheds of that river and the Athabaska, which flows northwards in a general direction. This country is of the famous "park-land" type, and consists of areas of open prairie, broken by clumps or stretches of woodland—"bluffs," in Western phraseology. This district is particularly adapted to mixed or general farming, for while grain crops yield abundantly, timothy and clover flourish as much as the indigenous grasses, thus providing plenty of good fodder.

The northern district consists of the basins of the Athabaska and Peace Rivers, and is described in an article entitled "The New North-West" on page 119.

The greatest natural resources are the climate and soil, which combine to make the Province a farming country. The climate is healthy. The summer, while being warm enough to induce the vigorous growth of all kinds of grain, grasses, vegetables, flowers, and small fruits, is free from extremes of heat; and the winters, though cold, are comparatively free from violent storms, while the air is dry and wholesome. Generally speaking, the rainfall is ample for mixed farming, while the snowfall is moderate. The top soil is black loam, with both virility and depth, and is capable of producing magnificent crops. Of course, intelligent farming with a scientific rotation of crops is necessary to retain the fertility.

The Province has also the advantage of huge forests on the edges of the Rockies and in the northern portions, and lumbering and the manufacture of lumber provides employment for hundreds of men. With the extension of railways into the forests of the north, thousands of hands will be required where hundreds are now employed.

The Province has also some of the richest coal deposits in the world, which mineral is found at numerous points. In fact, practically the whole of the Province appears to be underlaid with a deposit of coal. This is ordinarily found not far below the surface of the ground, and veins frequently outcrop in the banks of rivers and creeks, while many farmers are able to dig their fuel from outcrops on their own farms. The output and growth of this industry is referred to on page 69.

In addition, phenomenal supplies of natural gas are found in Southern Alberta, notably at Medicine Hat, which city is entirely lighted with this wonderful mineral product. At Bow Island the C.P.R. owns a natural gas well, which yields 5,000,000 feet of gas every twenty-four hours. Natural gas is found generally throughout the Province. In the Peace River and Athabaska districts are deposits of asphaltum, salt, and other minerals; while petroleum exists near Morinville and in the northern districts.

The Province is now rapidly experiencing the benefits of settlement. New districts are being opened up by both main and branch lines under construction by the three great railway companies, and lands hitherto unoccupied, owing to their distance from steel, are becoming available.

Settlers of the type who are going into the country are devoting their attention to general farming as well as wheat-growing, and all branches of agriculture have excellent prospects.

The dairy industry is developing rapidly under the fostering care of the Provincial Government. During 1909 eleven cheese factories and fifty-four creameries were operated in the Province, twenty-one of the latter by the Provincial Department of Agriculture. It is estimated that the cheese output aggregated a selling value of about $28,000, a slight increase over 1908. The butter production of the creameries reached a total of 2,550,000 pounds, and a selling value of $600,000, as against 2,100,000 pounds manufactured in fifty-one creameries during the corresponding period of 1908, worth $526,800; and 1,500,000 lbs. made in forty-five creameries, and worth $350,000, for the same period of 1907. In other words, the butter output of the Alberta creameries increased 70 per cent. in two years. The creameries operated by the Government are established on the co-operative principle by associations of farmers. Their butter output represents 40 per cent. of the creamery production of the Province.



THE PARLIAMENT BUILDINGS IN COURSE OF ERECTION AT EDMONTON. The Provincial Legislative Assembly consists of 25 members, popularly elected.

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CALGARY, ALBERTA, CANADA.

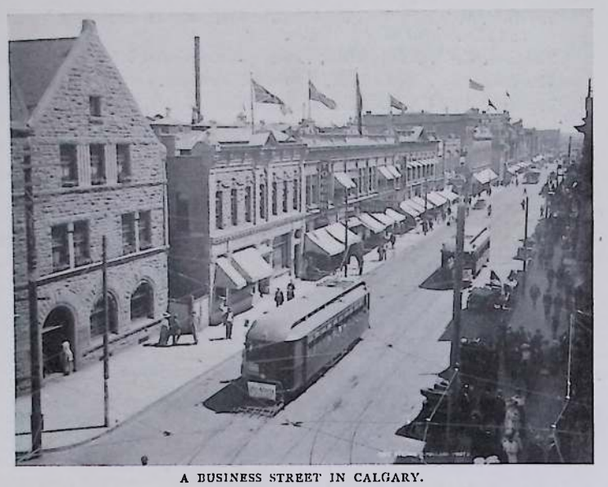
Population.

1900
6,557

1905
12,500

1910
June = 40,000

1911
Jan. = 51,000



A BUSINESS STREET IN CALGARY.

Assessment.

1900
$2,165,520

1905
$5,433,469

1910
$30,796,092

1911
$48,000,000

Building Returns for Three Years.

YEAR.	NO. OF BLDGS.	AMOUNT.
1908	438	$1,004,520
1909	777	2,420,450
1910	1,499	5,589,594

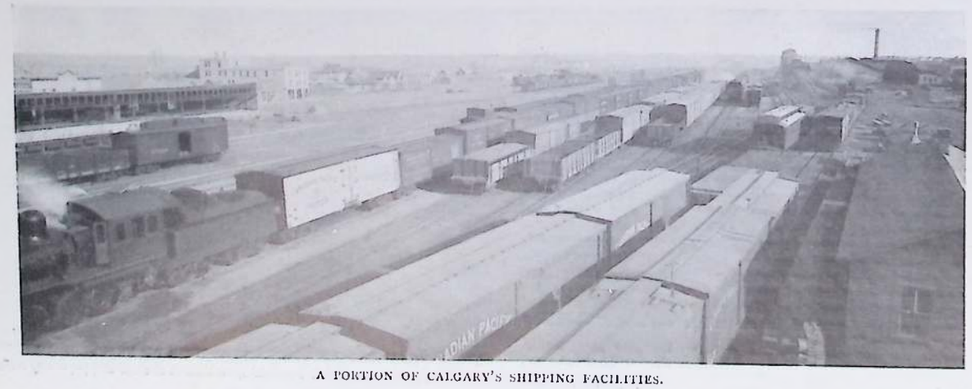
Bank Clearings for Three Years.

YEAR.	AMOUNT.
1908	$64,815,227
1909	98,754,389
1910	149,268,624

Tax Rate 15 Mills.

CALGARY is situated 3,013 miles West of Halifax on the Atlantic Ocean, and 642 miles East of Vancouver on the Pacific Ocean. One hundred and fifty wholesale and manufacturing firms are established here, and over six hundred commercial travellers make their headquarters in Calgary. In 1909 a total of 133,220 tons of freight were shipped out, and 397,544 tons received. Calgary has 18 banks, 20 schools, 36 churches, 2 hospitals. Calgary is the distributing point for 50,000 acres of agricultural country. **Opportunities exist for the Capitalist,** the **Manufacturer,** the **Jobber, Agriculturalist,** and **skilled Mechanic. Write for further facts; your communication will receive our careful attention.**

CALGARY BOARD OF TRADE. *CHARLES H. WEBSTER, Secretary.*



A PORTION OF CALGARY'S SHIPPING FACILITIES.

The great bulk of the butter made in the creameries is disposed of in British Columbia markets, and upwards of 400,000 pounds are annually consumed in the Yukon, where Alberta creamery butter enjoys a splendid reputation for its uniformly fine keeping qualities.

It goes without saying that the newcomer begins with potatoes and grain crops, preferably wheat, from which a good return is available in the course of a few months. But as his farm develops and he is relieved from the immediate want of money, other branches are taken up. In some districts wheat will always be king; but in others, again, dairy produce is found most profitable. The following table shows the yield of field crops for the year 1910:—

Crops.	Area in Acres.	Yield per Acre. Bushel.	Total Yield. Bushel.	Weight per Measured Bushel.	Average Price per Bush. $	Total Value. $
Fall wheat ...	98,000	12·59	1,234,000	60·48	·718	886,000
Spring wheat ...	435,000	12·32	5 359,000	59·04	·677	3,628,000
Oats	97 ,000	24·27	23,644,000	38 05	·324	7,661,000
Barley	194,500	20·32	3,953,000	47 92	·383	1,514,000
Rye	6,200	26 10	161,800	56 22	·556	90 000
Flax	14,300	4·48	64,000	54·93	1·87	120 000
Potatoes	16,451	138 87	2,285,000	—	·64	1,462,000
Turnips, &c. ...	2,368	237 54 tons	562,000 tons.	—	·47 per ton.	265,000
Hay and clover ...	65,100	·87	57,000	—	14·38	821,000
Sugar beet ...	2,800	9·00	25,000	—	5·00	125.000

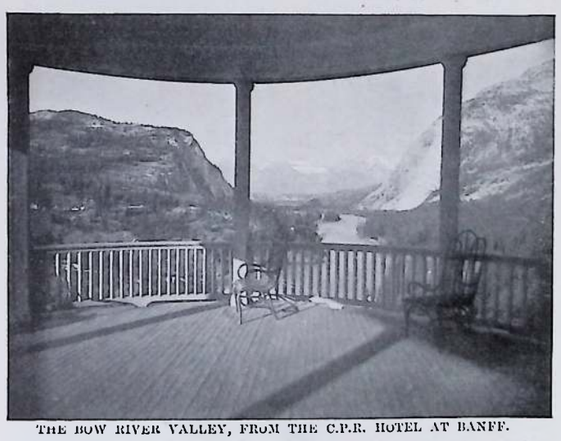
In spite of the practical cessation of ranching, the production of live-stock is increasing, a sure sign that the earlier and more wasteful methods have been replaced by a system which gives much better results. In fact, the individual farmer handling a small bunch of cattle with care is taking the place of the big rancher who runs a large bunch under more or less haphazard conditions, and because of the individual care given a larger number of animals will be raised, even on smaller lands.

During the five years for which official figures are available the exports of cattle have been as follows:—

	1905.	1906.	1907.	1908.	1909.
East	45,266,	73,889	79,807	73,888	79,329
West	8,838	8,941	13,924	16,453	23,684
Totals ...	54,104	82,830	93,731	90,341	103,013

In addition, during 1909, 10,000 horses were exported.

With these evidences of general development before his eyes the intending settler should see that the Western Prairie Province offers extraordinary opportunities for the establishment of a prosperous



THE BOW RIVER VALLEY, FROM THE C.P.R. HOTEL AT BANFF.

farm on several lines. The fertility of the land, the beneficence of the climate, and the possibilities of the future are attracting large numbers of American farmers from the Western States—men who, used to kindred conditions all their lives, can see that Alberta offers openings which are not equalled in their own country. This is surely sufficient proof of the great opportunities which await the Britisher who is attracted by the likelihood of possessing a prosperous farm of his own.

In addition, the coming of these great numbers of settlers means also the establishment and growth of cities, towns, and villages throughout the Province, with the consequent opportunities for merchants, storekeepers, and professional men of all kinds. Further, during the past few years thousands of men have been employed building railways in various parts of the Province. Owing to the great need for more railways, and the plans already prepared for providing them, this class of work must continue to employ large numbers of men for some years to come. Railway labour of the lowest grade is paid from $2 to $3 (8s. to 12s.) per day.

Openings for all classes of labour are legion. Farm hands are paid at good rates, while the able-bodied man who has no special training, and who may on arrival seek work from a municipality on such jobs as street cleaning, etc., is paid at least $2.50 (10s.) per day, while as regards his board, he certainly need not pay more than from $4 to $5 (under £1) per week.

Skilled labour is urgently needed. The fact that last year one school per day was built in the Province shows the demand for all classes of workmen employed in the building industry, while the building returns of the cities and towns show the expenditure of several millions of dollars yearly, much of which must go into the pockets of the wage-earner. The investor will find suitable openings for his money on first mortgage and real estate, information concerning which forms of investment are to be found on other pages of this publication. There are also many openings for British teachers, which are dealt with particularly on page 60. The opportunities for female labour, and also for women with capital, are discussed separately in earlier pages.

Alberta is one of the "show" Provinces of the Dominion, especially so far as regards the wonderful scenery of the Rockies, which equals in grandeur anything that the Alps have to show. A Canadian Alpine Club has been formed, with its headquarters at Banff, which is situated in one of the most picturesque spots of the Province. There are among the wonders of Nature to be visited hot springs at Banff, and also near the Yellowhead Pass in the northern portion of the Rockies, which will be touched by the Canadian Northern Railway and the G.T.P. There are also national parks within its borders, one of the most interesting of which is perhaps Buffalo Park at Wainwright, where the largest herd of buffalo in the world, and almost the sole survivors of the countless herds that once roamed the Western plains, are to be seen in their natural state.

The representative of the Province in London is Mr. J. Obed Smith (11 and 12, Charing Cross), who will answer all enquiries.

The particular openings for investment and the employment of capital in stores, manufactures, etc., which occur in the various cities and towns of the Province are shown in the following list:—

ALBERTA CITIES AND TOWNS.

Edmonton.—The capital of Alberta. An up-to-date, flourishing city on the left bank of the Saskatchewan River. Altitude, 2,183ft. On the G.T.P., C.N.R., and C.P.R., 75 miles north-west of Winnipeg, and 345 miles east of Prince Rupert. Assessment, $30,165,110. Population, 27,500. Amount spent on new buildings in 1910, $2,031,019. Bank clearings for 1910, $71,635,225. Homestead entries, 4,283. Prominent features—Near the centre of the Province; gateway to the "New North-West"; important divisional point on the G.T.P.; street railway; Parliament buildings; high level bridge over the Saskatchewan; Swift and Co.'s packing plant; high school; coal beds; brick-clay; automatic telephone system. Special industrial openings—Coal development; clay products; oatmeal and cereal mills; cement works; pulp and paper mills; tannery; woollen mills. Special inducements in the way of sites, taxation, and power offered by the city to manufacturers. Mayor, Mr. Geo. S. Armstrong. Secretary of Board of Trade, Mr. F. T. Fisher.

Calgary.—A busy city, built in the valley of the Bow River. Altitude, 3,410ft. On the C.P.R., 640 miles west of Winnipeg. The C.N.R., G.T.P., G.N.R., and Canadian Western Railway are expected to reach the city this year. Population, 46,000. Assessment, $30,726,092. Tax rate, 15 mills. Spent on new buildings in 1910, $5,500,000. Prominent features—Divisional point on C.P.R., giving employment to 1,700 men; distributing centre for wholesale houses; good building stone; immense stock-raising district; station of R.N.-W.M.P.; natural gas; coal-beds, lime, and brick-clay in the neighbourhood; street railway. Special industrial opportunities—Beet sugar, boot and shoe, binder twine, condensed milk, farm machinery, starch, straw-paper; wholesale stationers, milliners, and dressmakers are also needed. The city offers special inducements to manufacturers employing 25 hands or more.

Lethbridge.—A busy mining town near the Belly River, in the southern part of the Province. Altitude, 2,982ft. On the C.P.R., G.N.R., and A.R. and I.R., about 769 miles west of Winnipeg. Assessment, $9,603,365. Population, 13,000. Sum spent on new buildings in 1910, $1,235,345. Outstanding features—C.P.R. steel bridge over the Belly River, 5,327.0ft. long, maximum height 314ft. above the river, cost $2,000,000; five large coal mines; centre of the "Alberta Red" winter wheat district. Special industrial opportunities—Wholesale and retail houses of all kinds; canning, packing, knitting, boot and shoe, furniture, and soap factories; tannery; mortgage loan company.

Medicine Hat.—"The town that was born lucky" (Kipling). A delightful city, picturesquely situated in a bulging out of the valley of the South Saskatchewan River. On the main C.P.R. line, 660 miles west of Winnipeg, at an altitude of 2,171ft. Population, 7,000. Assessment, $4,134,084. Amount spent on new buildings in 1910, $487,293. Outstanding features—Natural gas, supplied to manufacturers at 5 cents per 1000, and for domestic purposes at 13½ cents; a divisional point on the C.P.R., with large railway shops; an important station of the R.N.-W.M.P.; light snowfall and mild winter climate; works of the "Alberta Clay Products." Special industrial openings—Furniture factory, packing house, foundry, glass factory, soap works, canning factory, tannery, biscuit factory. The city offers many advantages to manufacturers to locate there. Mayor, Mr. Milne.

Strathcona.—An industrial city on the right bank of the Saskatchewan River, immediately opposite Edmonton, with which it is to be connected by a magnificent high-level bridge now in course of construction. On the C.P.R., 191 miles north of Calgary, and on the C.N.R., about 825 miles north-west of Winnipeg. The G.T.P. at Edmonton, 3 miles away. Divisional point. Population, 6,500. Industries—Coal-mining, three elevators, lumber mills, flour mill, sash and door factory, oatmeal mill, hosiery factory, brickyard, packing house, tannery. Provincial University. Industrial openings—Pulp mill, first-class hotel, box factory, wagon and carriage factory, soap factory. Special inducements offered to manufacturers. Mayor, Mr. Arthur Davies. Secretary of Board of Trade, Mr. E. T. Haines

Wetaskiwin.—A busy market town in the centre of a magnificent farming district. Junction on the C.P.R., 152 miles north of Calgary, 41 miles south of Edmonton, and 656 miles from Winnipeg, on the Pheasant Hills branch. Beautiful undulating country, well wooded. Altitude, 2,480 feet. Population, 3,500. Industries—Tent and mattress factory, flour mill, two creameries, six elevators. Industrial openings—Cement works, brickyard, machine shop, wholesale houses, pork packing, tannery, coal, marl, and clay deposits for development. Electric light and power, telephones, natural gas, three banks, court house, hospital, high school. Good farming land obtainable at £2 to £5 per acre.

Taber.—A coal mining town on the Crow's Nest branch of the C.P.R., 84 miles west of Medicine Hat, and 33 miles east of Lethbridge. Population, 3,000. Output of coal from the several mines about 1,800 tons per day. Two banks, electric light, four churches, telephone, elevators. Good wheat country, yielding an average of thirty bushels to the acre. Special industrial opportunities—Creamery, flour, and grist mill.

Red Deer.—A thriving market town and divisional point on the C.P.R. Calgary-Edmonton line 99 miles north of Calgary and 93 miles south of Edmonton. Centre of a splendid farming district, watered by the Red Deer River, well-wooded, and slightly undulating. Population, 2,500. Altitude, 2,850ft. Prominent features—Good fishing and shooting, summer resorts at Aylvan Lake, and Pine Lake. Industries—Lumber mills, elevators, plough factory, concrete works, stone quarry, overall factory. Special openings for flour mill, pulp mill, foundry, and woodenware factory.

Macleod.—Ranching and market town, divisional point and junction on the Crow's Nest branch of the C.P.R., 31 miles west of Lethbridge, and 70 miles east of the Crow's West Pass. Altitude, 3,123ft. Population, 2,450. Southern terminus of the C.P.R. Calgary line to Edmonton. Prominent features—Headquarters of the ranching district of Southern Alberta, plenty of feed and water; warm "chinook" winds; surrounded by immense deposits of coal; important station of R.N.-W.M.P. Industries—Cement blocks, flour mill, four elevators, grain cleaning mill. Special industrial openings—Furniture factory, machine shop, sash and door factory, foundry, planing mill.

Coleman.—A coal mining town in the Rocky Mountains, 10 miles from the Crow's Nest Pass, on the Crow's Nest branch of the C.P.R., 92 miles west of Lethbridge and 103 miles east of Cranbrook, B.C. Altitude, 4,237ft. Population, 2,318. Good shooting and fishing. Chief industry—Coal mining and coke making, employing about 600 men. Electric light, three churches, and one bank. Industrial openings—Steam laundry, brickmaking, dentist, poultry raising. Magnificent scenery—mountain, lake, river, and precipice—everywhere.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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We have for sale farm lands in all parts of Alberta, ranging in size from a quarter section (160 acres) to five sections, and even larger. Prices according to quality of land, improvements, location, &c., range from $12.00 to $30.00 an acre.



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References:—Quebec Bank, Calgary, or their Agents, the Bank of Scotland, London, or (by permission) we will furnish the names of some of our British clients.



BREAKING THE SOIL A FEW MILES EAST OF CALGARY.

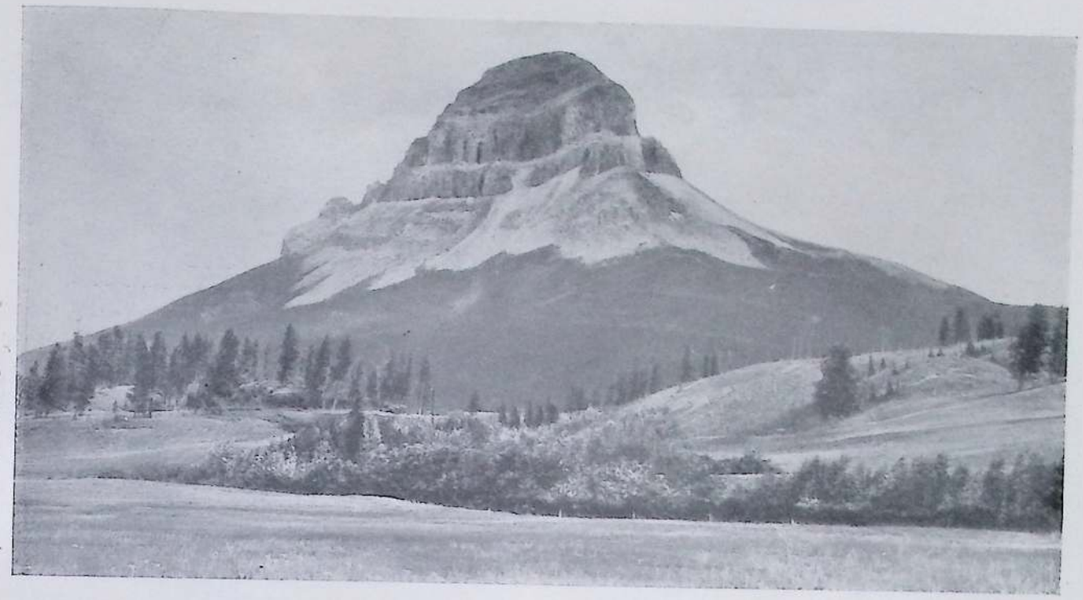
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AMONG THE ROCKIES.

Picturesque Views of the Great Mountain Range.



CROW'S NEST MOUNTAIN AND PASS.



MOUNT ROBSON, THE HIGHEST PEAK OF THE ROCKIES. *From a painting by Mr. G. Horne Russell.*

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CALGARY

Alberta, Canada

In the heart of the world's greatest wheat country; one of the fastest growing and most progressive cities on the American Continent.

Population, 1901 = = 4,000

" 1911 = = 51,000

Write us for free booklet of information on Calgary and district.

COSTELLO & RYAN,

Real Estate & Financial Agents.

TELEGRAMS: "Coryan, Calgary."
A.B.C. Code.

REFERENCE:
Merchants' Bank of Canada, Calgary.
Duns or Bradstreets, "

Stettler.—A busy market town on the Lacombe branch of the C.P.R., 50 miles east of Lacombe. Also on the Vegreville-Calgary branch of the C.N.R., now under construction. Population, 2,000. Centre of splendid wheat-growing district. Soft coal is everywhere abundant, many farmers hauling it into the town from their land and selling it at 6s. to 8s. a load of about a ton. Summer resort at Buffalo Lake. Industries—Flour mill, four elevators. Openings for steam laundry, flax mill, tannery, brickyard, cement works. Surrounding country slightly undulating, and well wooded with poplar and fir.

Blairmore.—A mining and lumber town in the Rockies on the Crow's Nest branch of the C.P.R., 13 miles east of the Crow's Nest Pass, and 88 miles west of Lethbridge. Altitude, 4,226ft. Population, 2,000. Industries—Coal



THE CITY OF LETHBRIDGE.

mines, lumber yards, saw mills, cement making, lime burning, and brick-making. Special industrial openings—Foundry, steam laundry, sash and door factory, machine shop. Splendid fishing and shooting in the locality.

Lacombe.—A thriving market town on the C.P.R. Calgary-Edmonton line, 113 miles north of Calgary and 79 miles south of Edmonton. Junction of the O.P.R. line between Lacombe and Moose Jaw now under construction. Altitude, 2,783ft. Population, 1,800. Dominion Government Experimental Farm. Industries—Elevators, flour mill, foundry, machine shop, planing mill, cement block works, brickyards. Special openings for the building of small dwelling houses, for a butcher, and steam laundry. Two banks, four churches, opera house, good school, electric light, telephone. Summer resort at Gull Lake Beach, eight miles away. Splendid farming land, well-wooded.

High River.—A market town in the Macleod electoral district, on the Calgary-Macleod branch of the C.P.R., 40 miles south of Calgary. Altitude, 3,394ft. Population, 1,800. Electric light, telephone, five banks, three schools, five churches. Industries—Lumber yards, planing mill. Centre of good farming district. Openings for a creamery, flour mill, and pork packing factory.

Raymond.—A market town on the line of the Alberta Railway and Irrigation Co., a few miles south of Lethbridge. Population, 1,800. Industries—Two brickyards, beet-sugar refinery, woollen factory, flour mill, elevators. Centre of magnificent farming and ranching district. Two churches, one bank, good schools.

St. Albert.—A small market town on the Morinville branch of the C.N.R., 10 miles north of Edmonton. On the Sturgeon River. Population, 1,500. Seat of the R.C. Bishop of St. Albert. Two R.C. churches, hospital, and convent. One bank, one grist mill.

Pincher Creek.—A market town in a ranching and wheat-growing district on Crow's Nest Pass branch of C.P.R., 61 miles west of Lethbridge. Altitude, 3,808ft. Population, 1,400. Industries—Elevators (capacity 98,000 bushels), flour mill, machine shop, four lumber yards, creamery, cement block works, electric light, telephone, Hudson's Bay store, four churches, two banks. Special industrial openings—Supply houses for lumbering districts; cement works, retail merchants. Near the "foothills" of the Rockies.

Camrose.—A rapidly-growing town on the Wetaskiwin branch of the C.P.R., 25 miles east of Westaskiwin, 65 miles by rail from Edmonton, and 177 miles from Calgary. Also on branch lines of the C.N.R. and G.T.P. Altitude, 1,950ft. Population, 1,300. Three banks, seven churches, school, hospitals, electric light. Industries—Two coal mines, two elevators, sash and door factory, creamery, tannery, lumber yards, cement block factory. Special openings for flax mill, briquette factory, cigar factory, brewery, steam laundry, box factory, foundry, boot and shoe factory, flour mill. Well-settled and splendid agricultural district, park-like, undulating, and watered by the Battle River.

Cardston.—A small market town on the line of the Alberta Railway and Irrigation Co., 66 miles by rail south-west of Lethbridge, and 37 miles by road south of Macleod. Population, 1,200. On St. Mary's River. Two churches, two banks, electric light, and waterworks. Industries—Elevators, stone quarries, flour mill. Coal deposits in the neighbourhood. The Rockies are only 15 miles away.

Claresholm.—A flourishing market town on the Calgary-Macleod branch of the C.P.R., 81 miles from Calgary and 28 miles north of Macleod. Altitude, 3,380ft. Population, 1,200. Electric light, three banks, school, five churches. Industries—Four lumber yards, four elevators. Special openings for a brick-yard, flour mill, and foundry. Excellent farming district.

Olds.—A thriving market town on the Calgary-Edmonton branch of the C.P.R., 58 miles north of Calgary and 134 miles south of Edmonton. Altitude, 3,402ft. Population, 1,100. Two banks, telephone, five churches. Industries—Elevators (capacity 65,000 bushels), cement block works, creamery, lumber yards. Special Industrial openings for developing electric light and power on Little Red Deer River, for flour mill, steam laundry, brickyard, box factory. Excellent farming and stock-raising district.

Fort Saskatchewan.—A market town on the C.N.R., 18 miles north-east of Edmonton, and 810 miles from Winnipeg. On the North Saskatchewan River. Population 1,100. Industries—Brickyard and saw-mill. Openings for a sash and door factory, elevators, boot and shoe factory, lumber mills, pipe and tile works, foundry, flour mill. Free power offered to manufacturers. Station of R.N.-W.M.P. Five churches, good school, telephone, bank.

Magrath.—A market town and Mormon settlement on the A.R. and I. Co.'s Railway, 37 miles from Lethbridge. Population, 1,100. The village was settled by Mormons from Utah and Idaho, in the States, in 1899. One church (Latter Day Saints) and Government and Church schools.

Frank.—A coal-mining town in the Rockies, 15 miles east of the Crow's Nest Pass, 87 miles from Lethbridge, and 51 miles east of Fernie, on the Crow's Nest branch of the C.P.R. Population 1,000. Scene of an immense landslide a few years ago, which completely buried the original village and nearly all its inhabitants. Sulphur baths, two churches, electric light, telephone. About 300 miners employed by the Canadian Coal Consolidated Co. Shooting, hunting, and fishing.

Didsbury.—A busy market town on the C.P.R. Calgary-Edmonton line, 48 miles north of Calgary and 151 miles from Edmonton. Altitude, 3,300ft. Population, 1,000. Industries—Five elevators (capacity 175,000 bushels), brush cutter factory, three lumber yards, flour mill, creamery, planing mill, steel culvert factory. Special industrial openings—Electric light plant, pork-packing house, brickyard. Two banks, six churches, telephone, forty stores. Splendid farming country.

Vegreville.—A progressive market town on the C.N.R., 73 miles east of Edmonton and 754 miles north-west of Winnipeg. Junction of C.N.R. Vegreville-Calgary branch. Population, 1,000. Industries—Two brickyards, two flour mills, four elevators, creamery, sash and door factory, machine shop. Special openings for flax mill, starch factory, cement block works, soap factory, overall and tent factory, oatmeal mill, garage. Electric light, six churches, telephone, high school, hospital, two banks, opera house. Good mixed farming country, well watered, partially wooded. Homesteads still available.

Okotoks.—A thriving market town on the Calgary-Macleod branch of the C.P.R., 28 miles south of Calgary. Altitude, 3,459ft. Population, 1,000. Five churches, two banks, good school, opera house. Industries—Brickyard, two elevators, planing mill, flour mill, grist mill, lumber mill. Openings for a photographer, shoemaker, and creamery. Large deposits of brick clay in the vicinity. Good farming land.

Wainwright.—A divisional point on the G.T.P., 125 miles east of Edmonton. Population, 1,000. In a fertile farming country now being rapidly settled. Many substantial buildings, including two hotels. Opportunities offer for store-keepers, etc. Near by is Buffalo Park, in which is a herd of 750 buffalo.

Vermilion.—A flourishing market town and divisional point on the C.N.R., 130 miles east of Edmonton and 697 miles north-west of Winnipeg. Population, 1,000. Industries—C.N.R. shops and round-house, flour mill, creamery, elevator. Special industrial openings—Brickyard, foundry, and machine shop, wood-working factory, stone quarrying, tannery, pork-packing, carriage and wagon building, cereal mill. Electric light, good school, five churches, one bank. Water, wood, and coal in abundance. Fishing and game shooting. Excellent farming district.

Innisfail (900).—On Calgary-Edmonton branch of C.P.R., 77 miles north of Calgary and 18 miles from Red Deer. Centre of fine farming and ranching district. Saw-mill, three creameries, elevator, lumber yards, brickyard, cement block works. Exports butter, hogs, and fat cattle in large quantities. Openings for flour mill, pickle factory, steam laundry, machine shop. Tax exemption and free sites offered to new industries. Five churches, good school, telephone, two banks.

Gleichen (900).—On the C.P.R. main line, 55 miles east of Calgary. Three lumber yards, an elevator of 30,000 bushels capacity, and two banks. Openings exist for a lawyer, dentist, creamery, and flour mill. Blackfeet Indian Reserve in the neighbourhood.

Nanton (800).—On the Calgary-Macleod branch of the C.P.R., 58 miles south of Calgary. Five elevators, four lumber yards. Openings exist for a flour mill, creamery, and machine shop. Electric light and telephone. Centre of splendid wheat-growing and ranching country. Two banks, churches, and schools. Altitude, 3,350ft.

Bankhead (800).—A coal-mining town on the main C.P.R. line, 2½ miles from Banff and 80 miles west of Calgary. Mines employ about 540 men. Openings for a laundry, butcher's shop, and a general store. Electric light and one bank. Altitude, 4,490ft. Mountain scenery.

Canmore (800).—A coal-mining town on the C.P.R. main line, 15 miles east of Banff and 67 miles west of Calgary. Altitude, 4,824ft. Giant earthen pillars, called "Hoodoos," in the locality. Produces anthracite coal, employing nearly 600 men. Special opening for a barber. Two churches.

Banff (800).—On the C.P.R. main line, 82 miles from Calgary and 913 miles west of Winnipeg. Altitude, 4,521ft. In the heart of the Rockies and the Canadian National Park (over 10,000 square miles). Hot springs and sanatorium. Fishing, boating, hunting, shooting, camping. Sublime mountain scenery. Cascade Mountain (9,825ft.), Rundle Peak (9,965ft.), Lake Minnewanka. Town lit by electric light, telephone, bank, four churches. Over 100 buffaloes in the National Park.

Leduc (600).—A growing market town on the C.P.R. Calgary-Edmonton line, 18 miles south of Edmonton. Five churches, good school, and a bank. Two planing mills, three elevators, creamery, two lumber yards. Opening for a flour mill. Tax exemption, and in some cases loans, offered to new industries. Altitude, 2,381ft. Fine farming district.

Ponoka (600).—A market town in a beautiful park-like country on the Calgary-Edmonton branch of the C.P.R., 62 miles south of Edmonton. Provincial Asylum located here. Two elevators, three lumber yards, creamery, lumbering, ranching, and mixed farming. Five churches, bank, school, telephone. Openings for a flour mill and a dentist.

Carstairs (550).—A market town on the C.P.R. Calgary-Edmonton line, 41 miles north of Calgary. Good clay for pottery. Creamery, two lumber yards, five elevators, two banks. Coal mines to the east and west. Three churches, school, telephone. Openings for a flour mill, brickyard, steam laundry, dressmaker, pottery, lighting plant.



THE GRAIN EXCHANGE BUILDING, CALGARY.

Daysland (550).—A market town on the Wetaskiwin branch of the C.P.R., 51 miles east of Wetaskiwin. Two lumber yards, creamery, elevator (145,000 bushels). Openings for a lawyer, dentist, shoemaker, flour mill, hardware, store, furniture and undertaking store.

Other Towns.—Edson, Exshaw, Granum, Lille, Killam, Stavely, Lamont, Sedgwick.

SOME ALBERTA FIRMS.

Messrs. F. C. Lowes and Co.—Messrs. F. C. Lowes and Co. are one of the largest real estate firms doing business in Western Canada. Their head offices are at Calgary, the commercial centre of Alberta, and branch offices at

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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THE ALBERTA LOCATORS.

FINANCIAL BROKERS. BUSINESS SELLERS.

REAL ESTATE IN ALL ITS BRANCHES.

CITY PROPERTY AND FARM LANDS.

We have a large List of Improved and Unimproved Farms, also large and small Ranches.

Calgary is the Commercial and Distributing Centre for Alberta.

We have a large exclusive Listing of City Property, including Business Blocks, paying 10 to 20 per cent. on Investments, and the Property is increasing in value every year.

We will be pleased to furnish any information in regard to Western Canada.

HEAD OFFICES: **CALGARY.**

Cable Address: "LOCATORS." P.O. Box: 252.

References: BANK OF BRITISH NORTH AMERICA.

Edmonton, the capital of the Province, Lethbridge, and High River. This firm make a specialty of the sale of farm lands, having agents throughout the entire Province. They issue maps and descriptive booklets pertaining to these lands, which may be had on request. They are large owners of property in Calgary, Edmonton, and Lethbridge. Real estate and mortgage investments, which yield high rates of interest, are made for British and foreign clients. Full particulars will be given on application to their head office at Calgary, or to any of the branch offices. References: The Quebec Bank, Calgary, Alberta; or their agents, Bank of Scotland, London; or by permission they will furnish the names of some of their British clients for whom they have done business.

Messrs. Costello and Ryan.—Messrs. Costello and Ryan, of Calgary, have both been residents of Alberta for a number of years, and have been close students of the growth and development of the Province, being very optimistic of the future possibilities of the Calgary district in particular. They deal extensively in high-class retail property, wholesale property, large tracts of wild land, ranches, and improved and unimproved farms, both irrigated and dry. Their judgment is considered sound and conservative by the investing public, both in financial and real estate matters. Anyone desiring information on the wonderful Peace River country will do well to communicate with Costello and Ryan, as Mr. James Ryan has travelled extensively in this promising corner of Alberta, where there are over fifty million acres of the finest land.

Alberta Locators.—The Alberta Locators are one of the best real estate firms in Alberta, and through their advertising and many clients are well known in the British Isles. They handle all kinds of real estate, including farm lands, city property, ranches, timber limits, etc. They have connections in every city in Canada, and sell an immense amount of property yearly to emigrants from the Old Country. Great numbers of clients all over the world entrust private funds to them for investment. Those interested in Canada would do well to write the above firm for any information they desire. Particulars of the Alberta Locators' business appear in their advertisement in this publication.

Messrs. Toole, Peet and Co.—Messrs. Toole, Peet and Co. have been in business in Calgary for such a length of time as to be numbered among the city's "old-timers." The fact that Mr. Toole was for a number of years in charge of the Canadian Pacific Railway Land Department affairs for Alberta, and now has charge of that railway's town-site interests in Calgary, gives an idea of the standing of the firm. Mr. Peet has been in the general agency business in the city for the last sixteen years. As a reference to their advertisement will show, they represent the well-known leading companies in Canada in business. Messrs. Toole, Peet and Co. have a very large loan, insurance, renting, and real estate business. They are large investors of private funds, and they have in their possession the most up-to-date and correct knowledge of every section their business touches.

Messrs. P. Burns and Co.—The firm of Messrs. P. Burns and Co. was founded at Calgary by Mr. P. Burns in 1889. During the first five years it was more particularly a live-stock concern, buying and selling cattle, sheep, and hogs. An abattoir was added in the early nineties, and some retail stores in the West Kootenay district of British Columbia. In 1899 the large branches in Vancouver were opened. Owing to the great growth of the business the packing-house and plant at Calgary had to be enlarged from time to time, and some more retail stores were opened in British Columbia in 1901. A little later Edmonton and district were brought into the territory so ably served by this wonderfully growing company. The business now operates a very large abattoir, packing-house, and cold-storage plant in Calgary, and another large packing-house at Vancouver, which is one of the most modern in construction on the continent of America. These supply about eighty branch stores and distributing points throughout Alberta and British Columbia, many of which are equipped with modern refrigerating apparatus and some with local abattoirs. The company owns very large tracts of ranch lands, and also operates more extensive holdings under lease, where at all times thousands of cattle are ranging.

Crown Lumber Co.—The Crown Lumber Co., Ltd., of Calgary, offers facilities, with its fifty-two yards scattered throughout Alberta, that few countries possess. Wherever there is a new townsite on the railway extensions being so rapidly built in this Western country, the Crown Lumber Co. is generally at the point doing business before the rails are laid, thus being able to accommodate builders immediately upon opening of the townsite. The company also offers great assistance to outside owners of property who desire to have buildings constructed and wish to have the work done under the superintendence of a reliable concern. The Crown Lumber Co. has over one million dollars invested in its business in Alberta, which shows great confidence in the Province, and it is meeting with the success that such enterprise deserves. Its head office is in Calgary, Alberta.

The German American Colonisation Co.—The German American Colonisation Co. was started in 1906, and their books show that they have sold over 100,000 acres of land and over $1,000,000 worth of city property. They also control the following sub-divisions, which are located in the best suburban district of Calgary.—La Grange, Highland Park, Pullman, Pembroke, and Belfast; and sell on easy terms. References may be obtained from the Merchants Bank, Calgary.

Anderson Investment Co.—Mr. H. E. Anderson, treasurer and manager of the Anderson Investment Co., Calgary, was for several years secretary-treasurer of the Calgary Colonisation Co., one of the largest land companies operating in Western Canada. He is therefore in a particularly good position to judge the value of farm lands and give investors the best investment for their money. Those with a little money not busily at work would do well to communicate with the above firm in regard to its profitable use.

The Royal Crown Soaps. Ltd.—The Royal Crown Soaps, Ltd., of Calgary, is a branch of the company which operates in the Western Canadian Provinces, and finds its market in Western Ontario, Manitoba, Saskatchewan, Alberta, and British Columbia. Their chief product is "Royal Crown Soap," which is the finest grade of household laundry soap. They also manufacture washing powder, concentrated lye, washing soda, polishing soaps, soft soaps of every kind, soaps for steam laundries, and all kinds of toilet soaps and perfumes. Witch Hazel Toilet Soap is used by the Canadian Pacific Railway in all their hotels, and on their boats and trains.

Messrs. McCutcheon Bros., real estate and financial brokers, of Calgary, handle improved farms and unimproved farm lands in Alberta, and also both city lots and revenue-producing property in the city of Calgary. They handle farm lands in large or small blocks, and themselves own a large acreage, which they sell to settlers at from $12 to $20 an acre. There are homestead improvements on some of this land, and payments can be made on the crop payment system if desired by the purchaser. To another class of investor the firm offer mortgage investments yielding 8 per cent. per annum on the security of either farm lands or revenue-bearing property in the city. Investors may refer to the Bank of British North America in Calgary for information as to the standing of the firm.

Messrs. Watson and Burgess.—Settlers who think of making homes in Alberta will do well to visit this firm in Calgary before they locate. They offer farm lands at prices from $12 to $30 per acre, and the purchase price may be either paid in instalments spreading over ten years, or paid on the crop payment system. The firm also handle city properties, and gladly place both their own experience and the services of competent field agents at their clients' disposal.

Messrs. Astley and Shackle.—The establishment of this firm in Calgary is of comparatively recent date, but during the last few years they have built up a very large and sound real estate business, and have made a reputation for successful real estate transactions. One of these, described on page 171 of this Annual, concerns the purchase of an estate near Calgary, and its resale to an English client, who has since made a very large profit on his investment. The firm handle all classes of real estate business, and their experience and advice is at all times at the service of their clients, of whom they have a large number in Great Britain.

Messrs. Geddes and Sheffield.—The business of this Calgary firm, as may be seen from their advertisement, covers a wide range. They handle city lots, both in Calgary and other Alberta cities, improved farms and unimproved farming lands, which latter they can offer to clients in blocks of any size, from 160 acres to 100,000 acres. They also do an extensive first mortgage business, investing money in this form of security to yield their clients from 6 to 8 per cent. per annum. In all branches of their business they have a very large number of clients. To extend their British clientèle the firm contemplate opening an office in London, England, and as they can refer investors to a large number of satisfied clients, their enterprise should meet with success.

Population in 1901, 6,557.

CALGARY

Population, Dec., 1910. 50,000.

THE METROPOLIS OF "SUNNY ALBERTA."

CALGARY is situated in the midst of 50,000,000 acres of rich farming land, the development of which has hardly begun. As the land becomes developed, **Calgary is growing, and must continue to grow** in proportion.

CALGARY IS DESTINED TO BECOME A LARGE CITY.

Such being the case, the **opportunities for investment are great. City Lots** can be purchased now for **prices** that are **bound to enhance** in value at the rate of **15 per cent. per year or more.**

Why not make some of these large profits? There is no safer or better place to invest in Canada.

We have scores of satisfied clients for whom we have made money. Try us and we will show you what we can do for you.

WE PLACE MONEY ON FIRST MORTGAGE (50% margin) YIELDING FROM 6 PER CENT. TO 8 PER CENT. PER ANNUM. TITLES GUARANTEED BY GOVERNMENT.

If you want Farm Lands we can supply you with any quantity from 160 acres to 100,000 acres.

GEDDES & SHEFFIELD,

707a, First Street East,
CALGARY, ALBERTA, CANADA.

London Offices: 29-30, Charing Cross, S.W.

BANKERS: The Canadian Bank of Commerce. CORRESPONDENCE SOLICITED.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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WILLIAM TOOLE. GEO. L. PEET.

TOOLE, PEET & Co.

. . Financial, Real Estate . .
Insurance & Renting Agents,

CALGARY.

Exclusive Agents for C.P.R. town lots in Calgary. Large list of Warehouse, retail and residential sites.

LAND DEPARTMENT.

Land Department,
CANADIAN PACIFIC RAILWAY CO., for Calgary and District. Large exclusive lists.

FUEL DEPARTMENT.

Wholesale and retail.

FAMOUS GALT COAL.
WEST CANADIAN COLLIERIES.
Bellevue Furnace. Steam. Blacksmith.

LOAN DEPARTMENT.

Managers for Southern Alberta for
Investment Department,
CANADA LIFE ASSURANCE CO.
Investment Department,
IMPERIAL LIFE ASSURANCE CO.
EDINBURGH LIFE ASSURANCE CO., and private funds.

ESTATE AND RENTING DEPT.

We collect rents and manage Estates for some of the largest owners of property in Western Canada.

INSURANCE DEPARTMENT.

Exclusive Agents for
COMMERCIAL UNION ASSURANCE CO., LTD.
HOME INSURANCE CO, NEW YORK.
INSURANCE CO. OF NORTH AMERICA.
ROYAL INSURANCE CO., LTD.
SCOTTISH UNION AND NATIONAL INSURANCE CO.
QUEBEC FIRE ASSURANCE CO.
OCEAN ACCIDENT AND GUARANTEE CORPORATION, LTD.

INVESTMENTS.

Persons who want First Mortgage Securities on improved properties, yielding 6 per cent. to 8 per cent., will be given full information on application.

Reference
Bankers: THE CANADIAN BANK OF COMMERCE, Calgary, Canada.

Settlers

Locating in Alberta

should not fail to see us before buying.
We have on hand a large list of most

Desirable

Farm Lands and City Properties

Our farm lands can be purchased on the 10 year or crop payment plan at prices

From $12 to $30 per Acre.

An Experienced Field Agent at Your Service.

IF YOU DESIRE TO MAKE AN INVESTMENT IN

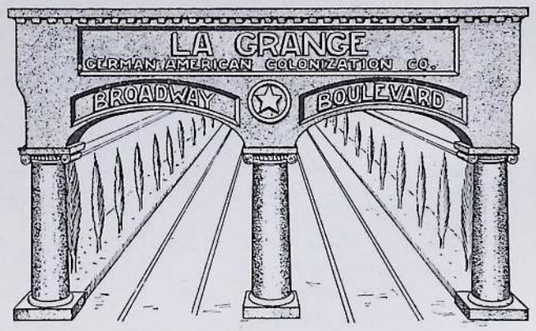
SUNNY ALBERTA

we can meet your requirements. Our experience in this country will be brought to bear upon any proposition before it is offered to you.

WATSON & BURGESS,

707, Centre Street, CALGARY, CANADA.

Reference: Bank of British North America, Calgary.



LA GRANGE.

The Largest Restricted Sub-Division in Calgary.

A MAGNIFICENT VIEW OVER THE CITY.
BROADWAY BOULEVARD 110 feet wide, 1½ miles long,
With a DOUBLE ROW OF TREES.

The Greatest Thoroughfare in Western Canada, with the Most Costly Arch in the Dominion.

For Prices write—

German-American Colonization Co.,
CALGARY, ALBERTA.
BOX 1403.

SEE US FOR FARM AND COAL LANDS.

THE NEW NORTH-WEST : THE EXTENT AND RICHNESS OF THE PEACE RIVER DISTRICT.

THE country of which we to-day think and speak as "The Canadian West" is very different from that so spoken of by our ancestors. It is, indeed, not long, as goes the history of the world, since the whole of Canada, except the shores of the St. Lawrence, was "terra incognita" to any one save voyageurs and missionaries or the employees of the "Honourable Company of Merchants-Adventurers formed for trading into Hudson's Bay." In that short space of time, however, the region that they knew has disappeared, and from the unknown wilderness has arisen a country which is the home of a young nation. Montreal, once the outpost of civilisation, has become the richest city of its size in the Western Hemisphere.

Each halt in the progress of the country has been marked by the same disbelief in the value of the region beyond the existing frontier, but succeeding periods have rolled the curtain still further back, until what was once thought to be the "Ultima Thule" is now recognised as a commercial centre.

It is not so long since Winnipeg was "The West," but since then another, and, as yet, the greatest, picture has been added to the panorama. To-day, in the minds of many, even of those who think they realise the magnitude of the country, Edmonton occupies the position held in turn first by the cities of the East and then by Winnipeg. Possibly in another decade it will give place to another—this time to the North. The settlement of Alberta and Saskatchewan has so fully engaged public attention lately that little heed has been given to the voices of the settlers who proclaimed that there was still another country beyond, but now that those voices have grown more numerous they have gained the power to claim a hearing.

The great Peace River valley proper in reality covers three hundred miles in width, and extends from the Rocky Mountains on to Lake Athabaska, into which the Peace River drains. This vast region has the area and harbours the resources of an empire as mighty as Germany. Wheat matures in 86 days, and the harvest begins early in August. One thousand acres planted in 1906 in the Fort Vermilion settlement produced 50,000 bushels of wheat. Winter wheat ripens in the middle of July. Tomatoes planted in the open in the middle of May ripened on the vines. Potatoes were ready for use in July. In all the years that crops have been sown their failure has been unknown. The summers in the region are beautiful. The sun shines for 20 hours a day. Without artificial light newspaper print can be read at midnight. Stock can thrive in the open the year round. Of 400 shrubs taken in as an experiment for the Dominion Government, and planted on an experimental station formed on the farm of an old settler, 380 lived and thrived. Lilacs bloomed on June 16, less than two months after leaving Ottawa.

In addition the petroleum resources of the country have been reported on most favourably in the Dominion Geological reports. Salt is found in huge quantities, and other minerals are indicated. The lakes and rivers are full of fish of high excellence, white fish of great size and thickness, maskalonge weighing from 12 to 15 lb., and also large delicious lake trout, being among the best varieties.

A Committee appointed by the Government to investigate the possibilities and resources of the land in Canada north of the settled portions of the Dominion, including Ungava, Keewatin, and the Mackenzie basin, which last includes the Peace River district, substantiate in their report all statements which have been made concerning the wonderful fertility of the valley. According to one witness, who has had exceptional opportunities for familiarising himself with the country and its resources, there is in the Peace River section of the country as much good agricultural land fit for settlement, and yet unsettled, as there is settled in Manitoba, Saskatchewan, and Alberta to-day. Mr. W. F. Bredin, Member of the Alberta Legislative Assembly, who resides at Lesser Slave Lake, estimates the area of agricultural lands available in the unorganised territory of Mackenzie and Northern Alberta at not less than one hundred million acres.

Mr. H. A. Conroy, of the Indian Department, who has been travelling through the country for many years, told the Committee that from the south-east end of Lesser Slave Lake to the valley of the Swan Hills is a beautiful country, some portions heavily timbered, other parts open. The finest grass in the world (blue-top) grows there, some of it six or seven feet high. The basin all around the lake is fine agricultural land. Probably four tons to the acre would be an average crop. There is a good deal of open country all around the south side of Lesser Slave Lake.



POTATOES AND WHEAT ON A FARM IN THE VERMILION RIVER DISTRICT.

Transportation will be rendered easier in the course of the next year or two. In addition to the two great natural waterways—the Peace and the Athabaska Rivers—the Grand Trunk Pacific is to start work this spring on a branch line from Edson, a divisional point next to Edmonton, to tap the district, and the Canadian Northern Railway already has steel laid on a section of its line northwards out of Edmonton.

There are innumerable openings for capital in the Peace River country. It is heavily timbered, there is water-power waiting to be tapped at many points, there is enormous mineral wealth, and there are the openings for manufacturers and trade made by the influx of settlement.

CROWN LUMBER COMPANY, Ltd.

Head Office: CALGARY, ALBERTA.

Maintains 52 Retail Yards in Alberta Province, and handles everything in building materials. If you desire any building done anywhere in the Province, communicate with us.

REFERENCES:—Canadian Bank of Commerce, Toronto, Winnipeg, Canada.

—USE—

ROYAL CROWN .. SOAP

FROM AN ACTUAL TEST:

One Bar will do as much work as two of the ordinary kind

Send for a Premium Catalogue to

THE ROYAL CROWN SOAPS, Ltd.
CALGARY.

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"CANADA" ANNUAL, 1911.

LUMBERING IN CANADA:

HOW A PROSPEROUS INDUSTRY IS CARRIED ON.



LUMBERJACKS MAKING A "SKIDROAD" AMONG BIG TIMBER.



SAWMILLS AT CHEMINAUX, VANCOUVER ISLAND.



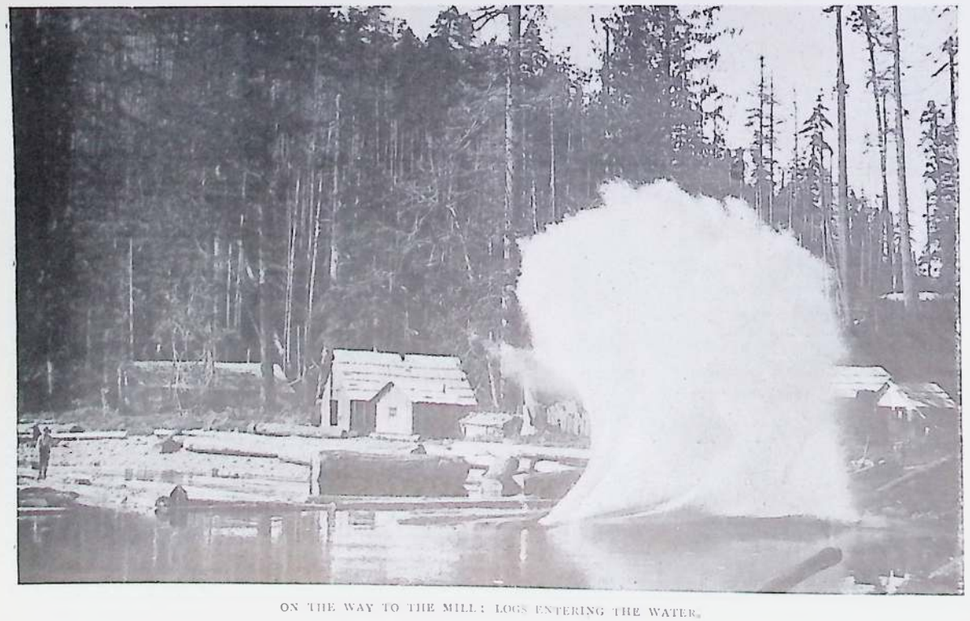
WORKING IN THE WOODS WITH A DONKEY ENGINE AND HORSE TEAM.



A SAW AND SULPHITE PULP MILL AT SWANSON BAY, BRITISH COLUMBIA.



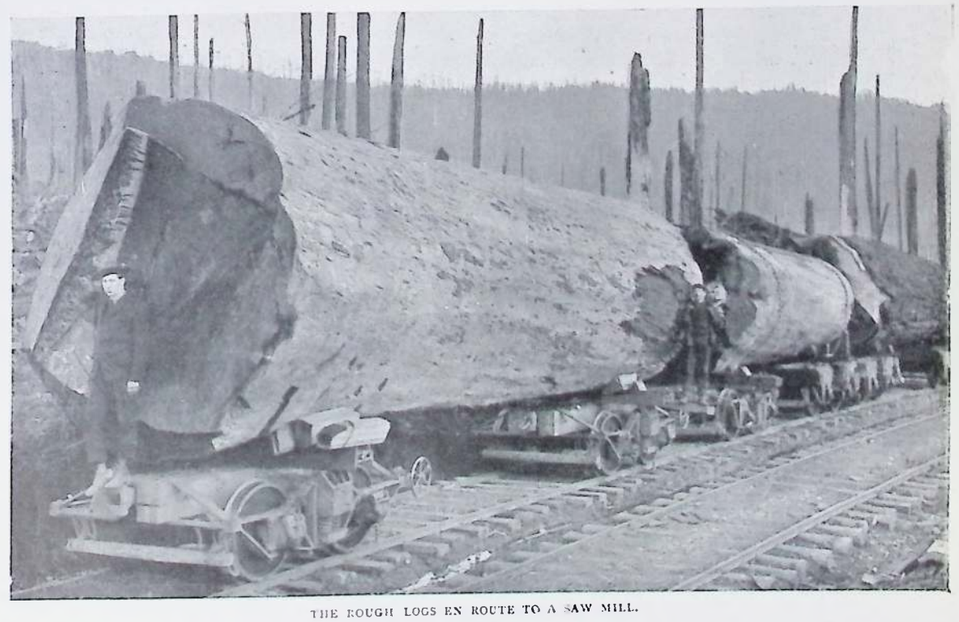
"PEAKING UP" THE LOAD.



ON THE WAY TO THE MILL: LOGS ENTERING THE WATER.



A VALUABLE STAND OF TIMBER IN BRITISH COLUMBIA.



THE ROUGH LOGS EN ROUTE TO A SAW MILL.

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Investments in Alberta.

Alberta Wheat Lands at present prices make a SPLENDID INVESTMENT, one year's crop being equal in value to the price of an acre of land.

City of Calgary Real Estate is a SAFE and PROFITABLE investment; some of our CLIENTS HAVE MADE 300 PER CENT. DURING 1910. (Reference permitted.)

Mortgages.—1st MORTGAGES can be placed on good City property on a conservative valuation of not more than 50 per cent. of value at 6 TO 8 PER CENT.

WRITE **ASTLEY & SHACKLE,**

Real Estate and Financial Brokers,

116, 8th Avenue, W., Calgary, Alberta, CANADA.

REFERENCES—The Bank of Toronto, Calgary; The Bank of Montreal, Calgary; The Canadian Bank of Commerce, Calgary; and English Clients.

N.B.—Mr. Astley will be at 10, Kingston Street, Derby, till April 10th, 1911, where all communications may be sent.

Attractive . . Investments

For the INVESTOR we can procure 8 per Cent. First Mortgages on Farm Lands at 40 per cent. of Value. You can remit the money through your bank and have the Mortgage approved of by the bank's solicitors before being paid over. We have also Calgary Revenue producing property which will nett the investor from 8 per cent. to 15 per cent. per annum, besides a very probable increase in value of at least 10 per cent. per annum.

For the SETTLER we have about 5,000 acres of our own land which we will sell on crop payments by paying £100 in cash on 160 acres, and the balance one-half the crop until paid. This land ranges in price from $12 to $20 per acre, some of it having homestead improvements.

COMMUNICATE WITH US
for CHOICE INVESTMENTS.

McCUTCHEON BROS.,

Real Estate and Financial Brokers,
P.O. Box 1354, CALGARY, Alberta.

Reference: BANK OF BRITISH NORTH AMERICA.

Sunny Southern Alberta.

WE HAVE FOR SALE

Thousands of Acres of the best lands in

SOUTHERN ALBERTA,

Per acre $15 upwards.

ON EASY TERMS.

WE ALSO HANDLE ALL CLASSES OF CALGARY PROPERTY.

There is no better place in the West for Investments than the City of Calgary and Southern Alberta.

Write or call on us for further information—

THE ANDERSON INVESTMENT Co.,

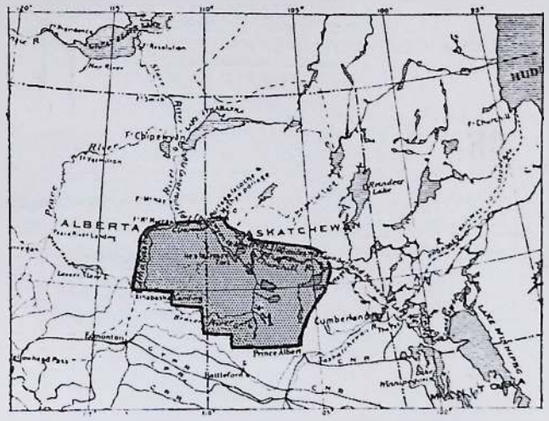
209-210, GRAIN EXCHANGE BUILDING,

CALGARY, ALBERTA.

ROLLING BACK THE MAP: THE RESOURCES OF THE PRAIRIE HINTERLAND.

IN spite of the millions of acres now under cultivation in Canada, and the large areas of land in explored districts still available for settlement, the varied mineral riches—including gold, silver, copper, lead, iron, coal, cobalt, oil, and natural gas—now being worked, the great timber forests which annually yield many billions of feet, and the thousands of horse-power produced at various points on the great rivers, it is notable that the resources of the greater part of Canada are at present unknown. In the atlas issued by the Dominion Government in 1906 the mineral sheet was scored across with a red line, with the announcement that the land to the northward was virtually unprospected. This line in the Prairie Provinces ran from about a hundred miles to the north of Athabaska Landing, which is eighty miles north of Edmonton, in a south-easterly direction, crossing Lake Winnipeg about its centre; in Ontario it passed within a hundred miles north of Lake Ontario, and in Quebec it ran north-eastwards to the coast of Labrador. Not only was this vast tract of country unprospected for minerals, but, in addition, it was unsurveyed, and even unexplored, being known only to those woodsmen who supplied the fur companies with pelts, to the freighters who carried in supplies to the trading posts, to the ubiquitous troopers of the Royal North-West Mounted Police, to a few missionaries, mostly Roman Catholic, and to the Indians and half-breeds of the prairies.

As a matter of fact, the map of the Dominion has, so far as the greater portion is concerned, been rolled down to within a hundred



SKETCH MAP SHOWING MR. CREAN'S EXPLORATION JOURNEYS IN NORTHERN SASKATCHEWAN AND ALBERTA.

miles or so of the 49th parallel. When one remembers the many wrong views once held regarding the fertility and value of the West—believed for years to be a land fit only for ranching and for hunting—it is not a matter for wonder that much curiosity was felt among those who have a capacity for seeing further than most of their fellows as to the resources of the more northerly portion of the Dominion. Then came the reports of traders and casual travellers that grain and other crops were being raised in the Peace River country, far northwards of what was thought to be the latitudinal limit for such enterprises. A most interesting question was thus opened up, and the exploration of the hinterland was begun, at the instance of the Department of the Interior—over which the Hon. F. Oliver presides—with every prospect of its providing as many surprises as had already been done by the present known portion of the Prairie Provinces. History, indeed, has repeated itself, and proof has been obtained that in the northern portions of Saskatchewan and Alberta the country will provide scenes of prosperity such as one may witness any day in the settled south.

A most interesting part of this "rolling back" of the map has been effected during the last three years by Mr. Frank J. P. Crean, C.E., and the result of his journeys is now published in an attractive, well-illustrated pamphlet. During the two seasons in which he has been engaged in the hinterland Mr. Crean has covered some six thousand miles, travelling by canoe, by team, and in the winter, by dog train. In 1908, for instance, he estimates that, of the 3,000 miles over which his tour extended, 1,200 were covered running behind dog trains.

The total area explored in 1908 was approximately 22,000,000 acres, of which Mr. Crean estimates that 3,000,000 acres were of water. Of the remainder, 5,000,000 acres appeared suitable for settlement as soon as surveyed and made accessible by roads, while an area of 12,000,000 consisted of swamp or land too wet at present for successful cultivation. All could, however, he is convinced, be reclaimed at a moderate expenditure, and would pay the cost of reclamation.

This exploration was carried on in the country lying east of the Beaver River and Green Lake, south of the Churchill River, and extending east to the old canoe route, from Cumberland House via Frog Portage to Stanley Mission. Mr. Crean left Prince Albert on August 20, and returned to that city on January 6, 1909.

In June—the 17th, to be precise—of that year he again started on an exploration journey, this time taking the country to the west of that visited in 1908, and lying between Beaver River and the Athabaska on the west, and south of the Clearwater. The acreage explored was about 21,000,000, of which 2,000,000 acres were water-covered. A conservative estimate of the land available for settlement in its present state, when means of access is provided, is given by Mr. Crean at 10,000,000 acres. The greater portion of the remaining area, say, 9,000,000 acres, could be drained, and would, says the explorer, repay the expenditure. The second tour lasted until December 11, 1909, when Mr. Crean reached Edmonton.

The district covered by Mr. Crean can be seen from the map we print on this page. It will be noticed that part of the old canoe route from Montreal to Fort Chippewyan used by the fur traders lies within the country explored. It is of interest to remember that this route was for over 100 years used by the fur traders of the whole of the north-west traffic. The route was, however, practically abandoned in 1885, and the traffic now passes northwards through Edmonton and Athabaska Landing.

As has been indicated, the results of Mr. Crean's explorations are that the fullest confidence can be felt as to the suitability of the country for mixed farming and ranching. The climate seems well adapted for raising any cereal, and wherever wheat has been tried it has grown successfully. At Portage la Loche oats and barley have been grown, and that point is at an altitude of 1,677 feet, as compared with 1,398 feet at Prince Albert, and much above the level of the country to the south and east. Mr. Crean recalls the statement of Professor John Macoun, the naturalist of the Geological Survey, that, in considering the possibilities of agricultural development of the northern country, one fact to be kept steadily in mind is the advantage of the low altitude and the long day. For instance, Prince Albert is 500 feet lower than Regina, and Stanley, on the Churchill River, is 260 feet lower than Prince Albert. In proof of the duration of light, it is stated that on June 20 the length of day at Portage la Loche was 17h. 30m.

The soil varies, and a general report is impossible. However, Mr. Crean reports that there are fertile spots where the soil attains considerable depth. At Stanley, three thousand acres of arable land occur in one block. There are also areas of muskeg which could be drained. The country from the height of land at Portage la Loche toward the west is "as good as could be desired."

"FROZEN NORTH" A MISNOMER.

The climatic conditions Mr. Crean reports as "most favourable." The expression "Frozen North" is a misnomer. The winter is no longer nor colder than in some of the settled portions of Saskatchewan. At Portage la Loche, on September 17, cabbages, parsnips, carrots, potatoes, etc., were quite untouched by frost. There was not sufficient snow to travel with dogs until November 20, and the snow was not deep until December 15. The snow rarely exceeded 18 inches, while the rainfall was ample, though not excessive, and uniform. The heaviest rains occurred in the early summer, when most needed for agricultural operations.

Of the crops raised, Mr. Crean speaks encouragingly. Already reference has been made to cereals and vegetables, while in addition small fruit is raised. At Green Lake, for instance, the Catholic priest has a garden containing currants, gooseberries, raspberries, and strawberries. Good hay is plentiful, and is grown for sale to the freighters, who use much horse traffic. Ranching is possible in many districts, particularly along the Big River, in the valley of the Clearwater River, and in the Pembina River Valley. Both water and shelter are plentiful, while the hay cures naturally, and the rolling hills are blown clear of the snow in winter. It is worthy of notice that experiments have proved that cattle can be profitably kept in the open throughout the winter, provided there is natural shelter, such as hills and bluffs, for the animals.

Mr. Crean is of opinion that "mixed farming would appear to be an industry which most readily adapts itself to northern conditions." Although, as he adds, "the North may never seriously compete with the more southerly latitudes in the wheat market, still, by judicious mixed farming, it will eventually be equally productive and support a dense, thriving population." He believes that pigs and sheep would thrive. Mr. Crean inspected many gardens and farms, and interviewed various settlers, all of whom seemed to be contented and spoke highly of the country.

Regarding the question of minerals, Mr. Crean notes that the only outcrop of mineral of any kind noticed was tar-sand, sometimes called "asphaltum," which occurs on the Athabaska River. It extends for a distance of thirty miles, and has an average thickness of 150 feet. These deposits consist of fine sand mixed with bitumen or pitch, which burns freely. Boring for petroleum is carried on in the deposits, but so far no success has been met with. Natural gas is obtainable at various points.

Much fine spruce timber is to be found in the districts explored, as well as tamarack, jackpine, poplar, balsam, birch, willow, and alder.

Game of all kinds—moose, deer, caribou, elk, bear, lynx, wolf, fox, beaver, and other smaller fur-bearing animals—are found, the moose and beaver particularly in great profusion. Whitefish—remarkable for its excellence as food and a staple diet of the North—is found in enormous quantities. Other species also found are jackfish and perch. An idea of the number of fish caught may be gathered from the statement that over 12,000 fish were "hung" on November 1, 1909, at Bull's House, at the mouth of the La Loche River, where the traders and natives procure their fall fish.

At numerous points water-power could be developed, especially at the Grand Rapids of the Athabaska River, where as much power as could be produced by the Chaudière Falls at Ottawa (say 80,000 h.p.) can be obtained.

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LIEUTENANT-GOVERNOR: THE HON. T. W. PATTERSON.

THE MINISTRY

The Hon. RICHARD McBRIDE, K.C., Premier and Minister of Mines.
The Hon. ALBERT EDWARD MACPHILLIPS, K.C., President of the Council.
The Hon. WILLIAM JOHN BOWSER, K.C., Attorney-General.
The Hon. PRICE ELLISON, Minister of Finance and Agriculture.
The Hon. THOS. TAYLOR, Minister of Works.
The Hon. RHODERICK ROSS, K.C., General Commissioner of Lands.
The Hon. HENRY ESSON-YOUNG, M.D., Provincial Secretary.

THE Pacific Province is famous for the wealth and variety of its natural resources, for the salubrity and clemency of its climate, for the beauty of its scenery, and for its similarity in many respects to the Old Country. It is no exaggeration to say that its timber and minerals and fisheries make it the richest Province in natural resources in the whole of the Dominion. The timber consists of the far-famed Douglas fir, which matures in the moist coast districts as it does in no other part of the world; red cedar, which attains a diameter of from 8ft. to 10ft. in the best district; white and silver pine; hemlock or Alaska pine; larch, yellow cedar, and various kinds of spruce trees. The total stand of merchantable timber in the Province is estimated by the Forestry Commission appointed by the Dominion Government at about 242,050,000,000 feet. The annual income from timber is estimated at $12,000,000. This subject is dealt with more fully on page 67.



THE HON. R. McBRIDE
The Premier.

British Columbia's minerals have produced upwards of $370,005,584 during the periods of their working. The value of the outputs and the history of the working of the various deposits will be found on page 68. It is also worthy of note that some 300,000 sq. miles of mineralised ground is not yet prospected. The industry still offers remarkable openings for investment, especially as regards coal mining. The great salmon fisheries of the Pacific coast account for 30 per cent. of the total catch of Canada, and employ 12,000 men. Nine-tenths of the output is salmon, but the catch of halibut is much greater than on the Atlantic, while the herring fishery in the neighbourhood of Nanaimo is of great importance. These industries are by no means fully developed, and offer many opportunities for investment both as regards the fishing and the canning industries.

In addition to these resources, British Columbia makes a special appeal to the British emigrant by reason of its agricultural possibilities, of which fruit-growing is the most important. In the deep valleys between the mountains which seam the Province is found some of the most fertile land of the world, land particularly applicable, with the assistance of the beneficent climate, to the growing not only of apples, but of the tender fruits, such as pears, peaches, apricots, and grapes. Cherries and plums flourish, as also do the smaller fruits of all kinds. This industry is being taken up by many settlers with capital from the Old Country, and the prosperity is widespread. Further information upon this special industry is found on pages 27 and 28.

Another important branch of agriculture is dairy farming, which is of recent years being greatly developed. The opportunities in this line are exceptionally numerous, for though the number of creameries in the Province has doubled in ten years, and the output of produce has increased by 2,500 per cent., butter and cheese to the value of $3,000,000 was imported in 1909. There is no country in the world better suited to dairying than certain portions of this Province, and numerous openings occur for the starting of farms. Poultry-raising can be followed very profitably, as the information given on page 22 shows. In spite of this fact, the Province is forced to import over $2,000,000 worth of poultry and eggs annually, all of which, and more, might be raised in the Province.

The opportunities for the mixed farmer are as yet practically untouched. Land suitable for this purpose exists in the northern portions of the Province, such as in the Bulkley and Nechaco Valleys, which are to be tapped by the G.T.P. and C.N.R. A reference to this new country follows on page 153.

For the capitalist, first mortgages and real estate offer many safe investments, with high returns, especially in the rapidly developing cities and towns of the Province; while the settler with capital who is more qualified for town than farm life will find various openings for the establishment of stores and businesses of all kinds. Professional men are badly needed, especially in the newer districts.

White labour is of the scarcest, and the wages paid are the highest in the Dominion. All classes of labour, both skilled and unskilled, are urgently needed.

The Government of this Province, as well as the Dominion Government, is fully alive to the great development and prosperity now taking place in British Columbia. An important feature of this growth is the fact that various towns in the Province are becoming important distributing centres for the West of Canada. With the increase of this important addition to the usefulness of the Province in view, they are aiding the construction of great railways, so that within a few years' time there will be, instead of one trans-continental line terminating in British Columbia, two other great lines crossing from the Atlantic to the Pacific. In fact, some 2,000 miles of railway construction in British Columbia has been provided for, some of which is proceeding. In addition to this great railway work, the Provincial Government has provided millions of dollars to open up the country by surveys, roads, trails, and various public works. Such works have always hitherto proved very reproductive, and will certainly be more so in the future.

The financial condition of a country will fairly indicate what it is capable of. The revenue ten years ago was about $2,200,000, while in 1910 it had increased to $9,000,000. Instead of the Province having to borrow in order to carry out works of development, it had in 1910 a net surplus over all expenditure of about $2,500,000, which, with previous heavy surpluses, gives the Government some $8,000,000 or more on hand with which to carry out great works.

In addition to other resources, the Province has vast water-powers waiting to be developed. There are some important works of this kind already started, as, for instance, at Bonnington Falls, Kootenay, whence power is distributed to mines and towns up to eighty miles distant, and at Vancouver, at Kamloops, and at Pend d'Oreille. On Vancouver Island alone there is at least 500,000 horse-power which could be developed very cheaply. The Province carries out one of the best systems of free education in the world.

The big game, wing-shooting, and fishing to be obtained are among the best in the world. These are described on pages 159, 142, and 143.

BRITISH COLUMBIA CITIES AND TOWNS.

Victoria.—Capital of British Columbia, and seat of Provincial Government. Delightfully situated at the south-eastern extremity of Vancouver Island, overlooking the Juan de Fuca Strait towards the Pacific, and across the Gulf of Georgia to the mainland beyond. Terminus of the Esquimalt and Nanaimo



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(The Province's single Chamber, the Legislative Assembly, consists of 42 members, popularly elected.)

branch of the C.P.R., now being extended to Port Alberni; also of the Victoria and Sydney Railway (G.N.R.), and projected terminus of the C.N.R. Vancouver Island branch. Daily steamers (C.P.R., G.T.P., and others) to Vancouver and Puget Sound ports; tri-weekly steamers to San Francisco and coastal points; steamers to Mexico and Alaska and intermediate ports; port of call for all steamers between Vancouver and the Orient and Australasia. Population, 47,500.

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Assessment, $31,105,320. Amount spent in building operations in 1910, $2,271,095. Industries:—Lumber, cement, bricks, shipbuilding, fish-canning, carriage and furniture factories, biscuit factory, brewery, paint factory, soap factory, brass foundry, deep sea fishing, machine shops, etc. Special industrial openings:—Woollen mills; fruit canning and preserving; brush, broom, glass, can, and nail factories; building of apartment houses; car shops; automobile factory; tannery; iron and steel industries; fruit-growing; cooperage; woodworking machinery factory. Prominent and interesting features:—Magnificent Parliament buildings; palatial C.P.R. hotel; Beacon Hill; Chinese quarter; a favourite residential city; its natural beauty; splendid climate. Neighbourhood supplies timber, coal, iron, copper, clay. Secretary of the Vancouver Island Development League, Mr. Ernest McGaffey.

Vancouver.—"The Liverpool of Canada." A progressive, rapidly growing city, seaport, and industrial centre, on Burrard Inlet, in the Gulf of Georgia, 15 miles north of the mouth of the Fraser River. Terminus of the C.P.R. transcontinental line, and also of the G.N. Seattle-Vancouver line. Projected terminus of the new C.N.R. transcontinental road now under construction. The B.C. Electric Railway runs to New Westminster and Chilliwack—a distance of about 85 miles—and its tracks ramify the city and suburbs. C.P.R. mail and passenger steamers to China and Japan. Mail and passenger steamers to Australia and New Zealand. Japanese passenger steamers to the Far East. The Blue Funnel, Weir, and other lines of cargo steamers, trading with every quarter of the globe. C.P.R., G.T.P., and other local coasting steamers carrying mails, passengers, and cargo. Three daily steamers between Vancouver and Victoria (80 miles). Population, 120,000. Assessment, $135,623,045. Spent on building operations in 1910, $13,150,355. Distance from Montreal, 2,898 miles; from Halifax, 3,655 miles; from Winnipeg, 1,484 miles; from Calgary, 646 miles. Industries:—Lumber, shipbuilding, flour mills, salmon and halibut fishing, foundries, sugar refinery, oil refinery; projected steel works of great magnitude. Special openings for iron industries, flour mills, deep sea fishing, fruit and vegetable farming, poultry raising. Prominent features of the city:—Harbour facilities, natural drainage, good hotels, magnificent public, office, and private buildings; clean, wide, well-kept streets, fire brigade, its picturesqueness, extensive wharves and warehouses, Stanley Park, new court house, Carnegie Library, C.P.R. station, new post office. Objects of interest in the locality:—Capilano Cañon, the Fraser Valley, Lynn Cañon, Seymour Cañon. Mayor, Mr. L. D. Taylor. Secretary of Vancouver Tourist Association, Dr. Elliott Rowe, Granville Street.

New Westminster.—A progressive, busy city and seaport on the River Fraser, about thirteen miles from the Gulf of Georgia. On branches of the C.P.R., G.N.R., and C.N.R. transcontinental (under construction). The B.C. Electric Railway affords frequent and rapid communication with Vancouver, and a regular service to Chilliwack, about seventy-five miles distant. River steamers on the Fraser, and coasting steamers keep up a regular service to all B.C. ports. Ocean-going steamers to many parts of the world. Population, 15,000. Principal industries:—Fishing and fish-canning, lumber mills, gasoline engine works, wire factory, sash and door factory, shingle mills, ship yards, brewery and distillery, condensed milk factory, fruit-growing and dairying, oatmeal mill, creamery, tannery, can factory, ironworks, machine shops, car works, paper mills, boiler works, cigar factory. Special industrial and commercial openings exist in many lines. Electric and water power development wanted. City has electric light, free library, two cathedrals, 20 churches, hospital, good schools, exhibition buildings, two theatres, large parks. Prominent features:—The noble Fraser; huge bridge; largest saw mills in the world; 40 fish canneries; a splendid fresh water harbour, with 30ft. to 40ft. of water alongside wharves. Mayor, Mr. J. A. Lee. Secretary of Board of Trade, Mr. C. H. Stuart Wade.

Nanaimo.—A flourishing coal-mining town and busy seaport on a beautiful harbour on the east coast of Vancouver Island. On the Esquimalt and Nanaimo branch of the C.P.R., 73 miles north of Victoria. Daily steamers to Vancouver (33 miles) and Victoria. Population, 9,000. Chief industries:—Coal-mining, herring fishery, saw mills, fish-curing, sash and door factory, brewery, machine shop, foundry. Special openings for shipbuilding, a jam factory, implement factory, woollen mills, tannery, herring fishing and whaling, additional coal-mining, steel works, wholesale warehouses, motor-car factory, fruit-growing and market gardening. Prominent features:—Magnificent harbour, beautiful scenery, old Hudson's Bay Fort. Mayor, Mr. A. E. Planta.

Nelson.—A busy, up-to-date town in the centre of a rich mining and lumbering district, for which it acts as the distributing point. On the west arm of Kootenay Lake, and headquarters for the Kootenay division of the C.P.R. Terminus of G.N.R. branch from the States. C.P.R. and other steamers, to Kootenay Landing, to Kaslo, and to other Lake ports. Distant from Winnipeg, 1,095 miles. About fifty miles from the U.S.A. boundary. Population, 7,000. Altitude, 1,769ft. Industries:—Smelter, machine shop, foundry, saw mills, brickyard, jam factory, sash and door factory, box factory, cement block works, tannery, flour mill. Special openings for wholesale houses, and the industries connected with lumbering, mining, fruit and mixed farming; a broom factory. City has electric light, street railway, municipal power (20,000 h.p. developed), high school, handsome court house. Good shooting, hunting, and fishing in the neighbourhood. Equable climate. Minerals:—Iron, silver, gold, lead, marble. Abundant timber. Mayor, Mr. Selous. Secretary of Board of Trade, Mr. E. K. Beeston.

Prince Rupert.—A rapidly growing town and port at the mouth of the Skeena River, 550 miles north-west of Vancouver. Terminus of the G.T.P. transcontinental line, and of the G.T.P. steamship service to Vancouver, Victoria, and Seattle. The G.T.P.R. is now being operated for about one hundred miles to the east. Population, 5,500. Outstanding features:—Its excellent and spacious harbour; mild climate all through the year. Industries:—Saw mills, cold storage, sash and door factory. Industrial openings:—Building, quarrying, deep sea and salmon fishing, mining, lumber mills, brick-making. The city has a municipal council (first elected in May, 1910). Provincial Government buildings for Skeena district. Six churches, good school, five banks. Mayor, Mr. William Manson, M.P.P.

Fernie.—A thriving mining town near the Elk River in the East Kootenay district. In the heart of the mountains, and surrounded by densely wooded hills and ridges. Altitude, 3,303ft. On the C.P.R. and the G.N.R., about 913 miles by rail west of Winnipeg. Population, 6,000. Assessment, $1,578,275. Spent on new buildings in 1910, $325,000. Prominent features:—Fifteen saw mills, Crow's Nest Pass Coal Company, employing 2,000 men, with an annual output of 1,500,000 tons; 1,200 beehive coke ovens; outfitting point for hunters in East Kootenay; big game; mountain scenery. Special industrial openings:—Factories for furniture, doors and sashes, fruit boxes, mattresses, overalls, boots and shoes; smelter and blast furnace, iron rolling mills. Wholesale houses and a trust and loan company would be welcomed.

North Vancouver.—A delightful residential city on the north shore of Burrard Inlet, opposite Vancouver. Half-hourly ferry service across the inlet, which is about two and a half miles wide. B.C. Electric Railway service in the city and suburbs. Population, 5,500. Industries:—Shipbuilding, ironworks, granite quarries, canneries, sash and door factories, lumber mills, powder works. Openings for industries of nearly every description. Prominent features:—Scenic attractions, particularly Capilano, Seymour and Lynn Cañons; many miles of water front available; single tax system; no taxes on improvements. Four churches, high school, electric light, waterworks, two hospitals, banks, athletic grounds. Tunnel and bridge to be built at separate points between the city and Vancouver. Mayor, Mr. McNeish.



A FARM SCENE IN BRITISH COLUMBIA.

Kamloops.—A delightful city on the main C.P.R. line, 250 miles east of Vancouver, and 336 miles west of Calgary. Divisional point. At the confluence of the North and South Thompson Rivers, both navigable for small steamers. Divisional point on the C.N.R. transcontinental (now under construction). Projected branch of the G.T.P.R. from Yellowhead Pass. Altitude, 1,160ft. Population, 4,500. Old Hudson's Bay post. Indian reservation. Chief industries:—Saw mills, sash and door factory, machine shop, fruit cannery, brewery. Those of the surrounding country:—Mining, stock-raising, lumbering, and fruit-growing. Openings for a flour mill, smelter, implement factory, foundry, packing house, good tourist hotel. Prominent features:—Its delightful climate ("The City of Eternal Sunshine") and scenic beauty. Abundant fishing and shooting. City has electric light, three banks, high school, private academies, several churches, Royal Inland Hospital, Old Men's Home. Provincial sanitarium at Tranquille, nine miles away. Mayor, Mr. J. T. Robinson. Secretary of the Board of Trade, Mr. John F. Smith.

Cranbrook.—A charmingly situated city in the beautiful valley lying between the Rockies and the Selkirks, on the Crow's Nest branch of the C.P.R., 200 miles west of Lethbridge, and 176 miles from Nelson. Altitude, 2,934ft. Population, 4,000. An important C.P.R. divisional point. Centre of trade for

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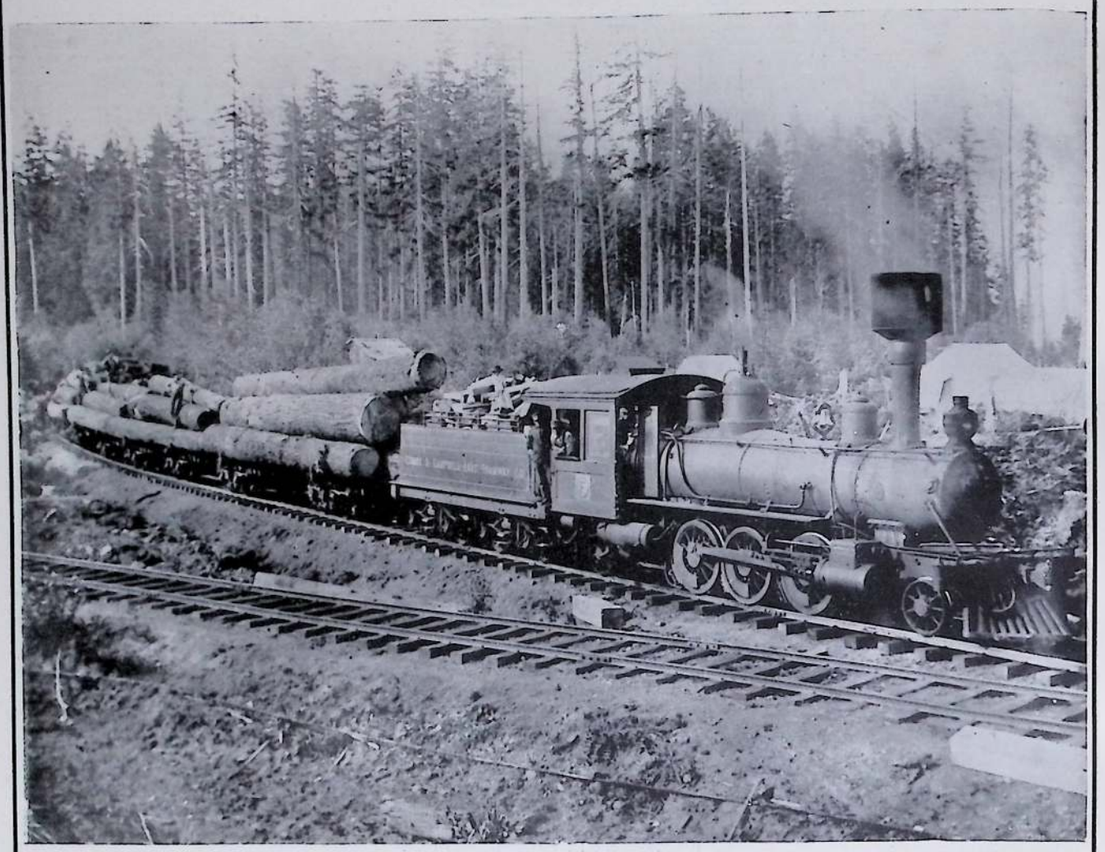
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At your request we will be pleased to give you all the information in our power regarding British Columbia in general and

"Vancouver—The Pacific Coast Metropolis of Canada."

the mining and growing ranching interests of the locality. The city has electric light, six churches, splendid high school, and three banks. Chief industries:—Saw and planing mills, sash and door factories, brickyard, foundry. Openings for a first-class hotel, fruit farming and ranching, and for a creamery. The climate is delightful, and the district provides unlimited hunting and fishing. Raw lands cost from $15 an acre upwards. Mayor, Mr. P. De Vere Hunt.

Rossland.—A well-known mining town in the West Kootenay district, near the International boundary. On a branch of the C.P.R., 55 miles south-west of Nelson, and on a G.N.R. branch from the States. Population, 4,000. Altitude, 3,461ft. Electric light, three banks, schools, and five churches. Chief industries:—Mining (gold, copper, silver, lead), saw mills, flour mill. Principal gold-copper mines:—War Eagle, Le Roi, Le Roi No. 2. Openings for additional mining, lumbering, and the growing of small fruits and vegetables. Mayor, Mr. Malcolm McKinnon.

Revelstoke.—A busy mountain town in the Selkirk Range, on the C.P.R. main line, 380 miles by rail from Vancouver, and 267 miles from Calgary. Branch of C.P.R. to Arrowhead, on the Arrow Lakes, 27 miles distant. Picturesquely situated on the Columbia River. Divisional point with large railway workshops. Altitude, 1,503ft. Population, 4,000. Industries:—Saw mills, breweries, sash and door factories, supply trade with the mining districts of Columbia and Kootenay. Special openings for a commercial college, machine shop, additional mining, lumber mills, fruit-growing, and a tannery. City has six churches, good school, electric light, hospital, and banks. Minerals, brick clay, lumber, and pulpwood in the locality. Centre for fishing and big game shooting, boating, and mountain climbing. Mayor, Mr. J. H. Hamilton.

Michel and New Michel.—Adjoining towns on the Crow's Nest branch of the C.P.R., 23 miles from Fernie and 114 miles west of Lethbridge. Also on the Fernie branch of the G.N.R. In the heart of the Rockies. Altitude, 3,610ft. Population, 4,000. Mining, lumbering, and coke-burning are the chief industries.

Ladysmith.—A coal-mining town on Oyster Harbour, on the east coast of Vancouver Island, and on the Esquimalt and Nanaimo branch of the C.P.R., 59 miles north of Victoria. Eighteen miles from Nanaimo. Population, 3,600. Principal industries:—The Extension Coal Mines, the Tyee Copper Company's smelter, shingle mill, stove works, boat building. Openings for a pottery, saw mill, coal shipping, fruit growing, and the lumber trade. The town has three schools, four churches, and two banks. The C.P.R. maintains a freight-car ferry between this point and Vancouver.

Vernon.—The largest town of the Okanagan Valley in the southern centre of the Province. It is picturesquely situated on a branch of the C.P.R., 46 miles south of Sicamous, on the main line; about three miles from the Okanagan Lake, and two miles from Long Lake on the south, and from Swan Lake on the north. Daily steamers to all points on the Okanagan Lake. Penticton is 68 miles distant. Altitude, 1,255ft. Population, 3,000. Principal feature:—Centre of an important fruit-growing district, which includes the Coldstream Ranch of 13,000 acres. Two banks, public library, electric light, court house, four churches, hospital. Industries:—Flour mill, saw mills, creamery, sash and door factory, machine shop, brickyard, brewery, fruit-packing. A Provincial Government demonstration fruit farm has been established here. Mayor, Mr. W. H. Husband.

Grand Forks.—A busy mining town on the Kettle River, near the International boundary, 95 miles by rail from Nelson, and 25 miles from Rossland. On branches of the C.P.R. and G.N.R., and on the Kettle Valley Railway. Altitude, 1,746ft. Population, 2,850. City has four churches, telephone, two banks, electric light, and schools. Chief industries:—Granby Smelter Works (copper, gold, and silver), Boundary Iron Works, steel works, foundry and machine shops, nurseries, saw mills, cement block works, breweries. Openings for the building trade, fruit-growing, lumbering, and the manufacturing of articles for local supply. Cheap electric power. Creameries, saw mills, shingle mills, flour mill. Mayor, Mr. James Munro.

Chilliwack.—A market town in a splendid agricultural district in the Fraser River Valley, about 75 miles from Vancouver, and 60 miles from New Westminster, B.C. Electric Railway to New Westminster and Vancouver, and daily steamers on the Fraser River to New Westminster. Ferry across the Fraser to Harrison Mills Station, on the C.P.R., about five miles distant. New C.N.R. transcontinental now under construction through the municipality. Altitude, 2,052ft. Population, 2,000. City has long-distance telephone to Vancouver, high school, two banks, electric light, ten churches, race track, waterworks. Industries:—Sash and door factory, fruit cannery.

Cumberland.—A coal-mining town on the east coast of Vancouver Island, 60 miles north of Nanaimo, and 133 miles from Victoria. It is situated in the hilly district, 13 miles inland from Bayne Sound, with which it is connected by rail, and thence with Nanaimo, Vancouver, and Victoria by steamers sailing three times a week. Population, 2,000. Industries:—The Wellington Collieries, saw mills, and lumbering. Electric light, waterworks, bank, four churches. The new Strathcona Park at Buttles Lake, in the locality.

Kelowna.—A progressive little town on the Okanagan Lake, about the middle of its length, and 80 miles south of Sicamous. Daily communication with Okanagan Landing, 35 miles distant, by C.P.R. steamer; also by same company's steamer with Penticton at the southern end of the Lake. Population, 1,800. District population, 5,000. Principal industries:—Saw mills, fruit packing houses, jam factory and fruit cannery, brickyard, cement block plant, cigar factories, fruit, vegetable, and tobacco growing on an extensive scale. Openings for industries allied to fruit and tobacco culture; poultry-raising, steam laundry, box factory, and first-class tourist hotel. In the town are high and private schools, electric light, waterworks, telephone, two banks, five churches, hospital, race track, and beautiful park. Climate exceptionally mild. Mayor, Mr. D. W. Sutherland.

Summerland.—A small town on the eastern shore of the Okanagan Lake, about fifty-five miles south of Okanagan Landing, and 100 miles south of Sicamous Junction, on the main C.P.R. line. Daily communication by steamer with other Lake points. Population, 1,800. Town has a bank, electric light, the Okanagan College, fruit exchange, telephone, and churches. Principal industry is fruit-farming, especially peach-growing. Good openings for poultry-farming, the making of cement pipes for irrigation purposes, and fruit-growing. Mixed farming and cattle-raising can be carried on very profitably on the surrounding "bench" lands.

Trail.—A mining centre on a branch of the C.P.R., 45 miles south-west of Nelson, and seven miles from Rossland; on the Columbia River, and near the International boundary. Altitude, 1,364ft. Population, 1,700. The chief industry is that of the Consolidated Mining and Smelting Company, employing over 600 men. The town has several churches, one bank, telephone, electric light, and good school. Other industries are a saw mill and lumbering, whilst a good supply trade is carried on in the surrounding mining district.

Greenwood.—A small mining town on a branch of the C.P.R., 117 miles south-west of Nelson, and about twenty-three miles from Grand Forks; near the International boundary. Altitude, 2,464ft. Population, 1,500. Chief industry:—The B.C. Copper Company's smelter. Opportunities for fruit farmers, a steam laundry, miners, labourers, and domestic servants. Town has three banks, electric light, telephone, hospital, waterworks, and five churches. Mayor, Mr. Duncan McIntosh.

Hosmer.—A small mining town on the Crow's Nest branch of the C.P.R., 123 miles west of Lethbridge, and eight miles east of Fernie, in the East Kootenay district, and on the Elk River. Population, 1,200. Town has electric light and waterworks, three churches, bank, school, and telephone. The chief industry is the Hosmer Mines, Limited, employing over 600 men, and operating 240 coke ovens. Lumber mills.

Moyie.—A mining town on Moyie Lake, and on the Crow's Nest division of the C.P.R., 50 miles south of Cranbrook, and 117 miles by rail and lake from Nelson. Altitude, 3,010ft. Population, 1,200. Town has three churches, bank, school, telephone, electric light. Chief industries:—The St. Eugene Mining Company, owning the largest silver-lead mine in the Dominion, together with an immense lead concentrator; the Cambrian Mining Company, the Aurora, and Society Mining Companies; lumber mills. Splendid trout-fishing in the Lake—a beautiful sheet of water nine miles long.

Port Moody.—A lumber town at the head of Burrard Inlet, on the C.P.R. main line, 12 miles east of Vancouver. Population, 1,200. Town has bank, telephone, good school, and two churches. Principal industries:—Saw mills, shingle mills, brick-making and oil-refining. Good openings for a sash and door factory, a druggist, baker, and tinsmith. Splendid water frontage available.

Penticton.—A growing town at the southern extremity of the Okanagan Lake. Daily steamer communication with all Lake ports, including Okanagan Landing, 76 miles distant, where connection is made with C.P.R. trains to Sicamous Junction on the main line. Altitude, 1,100ft. Population, 1,103. Assessment, $1,971,155. Principal industries:—Fruit-growing, lumbering, saw mills, irrigation works. Openings for fruit-growing, brick-making, a cannery, lumbering, and a good tourist hotel. In the town are four churches, telephone, three banks, good schools.

Ladner.—A market town on the southern bank of the Fraser River, 12 miles west of New Westminster, on a branch of the G.N.R. Daily steamers to New Westminster and Steveston. Population, 1,000. Town has banking facilities, good schools, five churches. Chief industries:—Fish canneries, saw mill, creamery, boat-building, sash and door factory. Centre of splendid farming and dairying country.

Kaslo.—A mining town on the west shore of Kootenay Lake, 45 miles north of Nelson, with which it has daily steamer communication. Terminus of Kaslo and Slocan Railway, about 30 miles in length. Altitude, 1,752ft. Population, 1,000. Principal industries:—Mining (silver, copper, lead, zinc); zinc smelter, lumbering, fruit-growing. Openings for additional fruit-growing, a saw mill, lawyer, shoemaker. Town has electric light, bank, four churches, school, and telephone.

SMALLER TOWNS.

Esquimalt.—Naval station and headquarters of the Pacific Division of the Canadian Navy. Formerly naval headquarters of the British squadron on the North Pacific station. On Vancouver Island, three miles from Victoria, with which it is connected by the B.C. Electric Railway, and on the E. and N. branch of the C.P.R. Population, 850. Magnificent harbour. Naval dockyard, hospital, receiving ship. Commercial dry dock and marine slip. Defence works. Two churches. Some fish-canning.

Atlin.—A gold-mining town in the Cassiar district, near the 60th parallel, on Lake Atlin and close to the Yukon Territory. Steamers to Carcross in connection with the White Pass and Yukon Railway. Altitude, 2,200ft. Population, 850. Town has Government buildings, three churches, bank, hospital, and school. Chief industries:—Neighbourhood produces 75 per cent. of the placer gold of the Province; saw mills, brickyard. Good hunting to be had in the locality.

Armstrong.—A market town on the Okanagan Valley branch of the C.P.R., 32 miles south of Sicamous Junction on the main line, and 19 miles from Okanagan Landing. Altitude, 1,187ft. Population, 800. Industries:—Flour mill, elevator, saw mills, brickyard, creamery, sash and door factory. Openings for paper manufacture, and a steam laundry. Electric light, three churches, high school, bank, and waterworks.

Creston.—A rapidly growing town in a good fruit district, on the Crow's Nest division of the C.P.R., 68 miles south-west of Cranbrook, and 69 miles from Nelson. Also on a branch of the G.N.R. from the States. Population, 800. Industries:—Fruit-growing (particularly strawberries and apples); sash and door factory, saw mills. Town has a bank, school, four churches, waterworks, and telephone.

Comox.—A small market town on the east coast of Vancouver Island, 60 miles north-west of Nanaimo, and 133 miles from Victoria. Weekly steamer to Victoria. Population, 750. Town has four churches, school, telegraph, four hotels, and a saw mill.

Enderby.—A small town in the Okanagan Valley, 23 miles south of Sicamous Junction, on the Okanagan branch of the C.P.R. Altitude, 1,165ft. Population, 700. Industries:—Farming, dairying, fruit-growing; flour mill, saw mill, brickyard, cement block works. Openings for a dentist and fruit-growers. Good fishing, and abundant game. Four churches, high school, public library, hospital.

Nakusp.—A growing town on the Upper Arrow Lake, 118 miles from Nelson, and 64 miles from Revelstoke on the main line of the C.P.R., both routes by lake and rail C.P.R. steamers to Arrowhead and West Robson. Population, 700. Saw mills, small shipyards, fruit-growing. Openings for a druggist, shoemaker, brickyard, saw mills, sash and door factory, newspaper. Town has hotels, churches, schools, bank, telephone. Good bathing, boating, fishing, and hunting. Magnificent scenery.

Peachland.—A pretty little town on the Okanagan Lake, 40 miles south of Okanagan Landing. Daily communication with the other Lake ports by C.P.R. steamer, and via the C.P.R. from Okanagan Landing with Sicamous Junction on the main line. Population, 700. Fruit-growing (particularly peaches), fruit-canning, box factory, saw mill. Openings for fruit-growers, tourist hotel, poultry-farming. Electric light, four churches, high school, library, telephone.

Arrowhead (600).—Lake port on the Columbia River, at the northern extremity of the Upper Arrow Lake. C.P.R. branch to Revelstoke, 28 miles. Saw mills and lumbering. Opportunities for fruit-growing, additional saw mills, and tannery. Telephone service, bank, hospital, school, and churches. Daily C.P.R. steamers to all Lake ports as far as West Robson, 128 miles distant. Altitude, 1,413ft.

Duncan (600).—A delightful country town on Vancouver Island, 40 miles north of Victoria by the E. and N. Railway, in a most attractive residential and farming district. Special educational facilities. Saw mills, canning factory, and creamery. Opportunities for lumbering, fruit-farming, dairying, and mining. Good hotels, four churches, bank, weekly newspaper.

Golden (600).—A lumber town on the Columbia River, on the main C.P.R. line, 172 miles west of Calgary, and 474 miles from Vancouver. Altitude, 2,580ft. Steamer service on the Columbia in the summer. Four churches, bank, high school, court house, hospital, fishing and big game shooting. Lumber mills, sash and door factory. Openings for fruit and vegetable growing, a box factory, iron foundry, steam laundry.

Port Alberni (600).—A rising town at the head of the Alberni Canal, a deep, land-locked harbour on the west coast of Vancouver Island. Terminus of E. and N. Railway now under construction and to be completed during 1911. Weekly steamer service to Victoria. Stage to Nanaimo, 59 miles distant. District rich in natural resources. Chief industry:—Lumbering and saw mills. Openings for farming, mining, lumbering, and allied industries. Hotels, four churches, schools. Station on projected C.N.R. (Vancouver Island division).

Eburne.—A small town in the dyked district at the mouth of the Fraser River, about eight miles from Vancouver, by the B.C. Electric Railway. Population, 600. Two churches, bank, school, and telephone. Flour mill, saw mills, salmon canneries, shingle mills.

Salmon Arm.—A thriving little town at the southern extremity of Shuswap Lake, on the main line of the C.P.R., 315 miles from Vancouver, and 351 miles by rail west of Calgary. Steamer connection with Kamloops in summer. Has bank, high school, five churches, fish hatchery. Centre of district suitable for all classes of farming, particularly fruit-growing. Population of district, nearly 3,000. Openings for farming and allied industries, steam laundry, lawyer, brickyard, bakery.

Merritt.—A coal-mining town in the Nicola Valley, on the Nicola branch of the C.P.R., which joins the main line at Spence's Bridge, 30 miles distant. Chief industries:—The Nicola Valley Coal and Coke Company's mines, employing 350 men, and the Pacific Coast Collieries. Kettle Valley Railway under construction. Bank, school, two churches. Openings exist for lumber mills, good hotel, dentist, brickyards, creamery, boarding-house.

Phœnix.—A mining town on the C.P.R., 30 miles west of Rossland, and on the G.N.R., 50 miles from Grand Forks. Granby, Snowshoe, and New Dominion Companies' copper mines in the vicinity. Original population, about 1,200. Town destroyed in the forest fires of August, 1910.

Ashcroft (500).—A market town on the C.P.R. main line, in the Thompson River Valley, 205 miles from Vancouver. Gateway to the Cariboo district. Outfitting point for mining and hunting districts to the north. Stage to Barkerville, 287 miles distant. Electric light, two banks, three churches, schools. Openings for a dentist, laundry, and baker. Cattle-ranching, fruit-farming, mixed farming can be carried on in the vicinity.

Fort Steele (500).—A mining town of East Kootenay on the Crow's Nest branch of the C.P.R., 12 miles from Cranbrook. Projected junction of the Kootenay Central Railway to Golden. Three churches, school, four hotels. Gold placer mines in the vicinity.

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Lillooet (500).—A small mining town, 47 miles from Lytton, and 62 miles from Ashcroft by stage. Centre for hunting. Gold-mining in the locality. Churches and school.

Slocan (600).—A mining town on the Slocan Lake, 43 miles by the C.P.R. from Nelson. Altitude, 1,777ft. Zinc and silver-lead areas. Town has electric light and waterworks.

Steveston (500).—A small port on Lulu Island at the mouth of the Fraser River, 15 miles from Vancouver, and 16 miles from New Westminster, both by the B.C. Electric Railway. Many salmon canneries. Opportunities for saw mills, factories, and farms. Bank, school, three churches.

Hazelton (500).—A rising town on the Skeena River, near the 55th parallel, and on the route of the new G.T.P. Transcontinental, over 100 miles from Prince Rupert. Considerable mining, principally silver-lead. Smelter needed.

Hammond (400).—In a good fruit district in the Fraser Valley, 24 miles by the C.P.R. from Vancouver. Daily steamer to New Westminster. Openings for many new industries.

Princeton (400).—At the terminus of the G.N.R., projected to reach Vancouver from Spokane, U.S.A., in the course of time. Many mineral resources in the locality, which is at the junction of the Rivers Similkameen and Tulameen.

Camborne (350).—A mining centre on the Fish River, near the head of the Upper Arrow Lake. Gold, galena, and copper ores.

Nicola (200).—An attractive little town on Nicola Lake in the Nicola Valley, on a branch of the C.P.R., 47 miles from the main line at Spence's Bridge. Promising tourist resort.

Stewart.—A mining centre and distributing point at the head of the Portland Canal, 120 miles north of Prince Rupert.

Naramata.—On Okanagan Lake, in the centre of a fruit district, and opposite Summerland.

Port Simpson (100 whites, 900 Indians).—On a splendid harbour, 25 miles from Prince Rupert, and about 700 miles north-west of Vancouver. Fishing, mining, lumbering, and shipping.

Other Towns.—Agassiz, Mission City, Barkerville, Quesnel, New Denver.

NEW BRITISH COLUMBIA.

The history of the prairies is being repeated with curious exactness in that part of the Province of British Columbia which lies north and south of the Grand Trunk Pacific Railway route from the Yellowhead Pass to Prince Rupert. As the prairies were first of all reported barren and unfertile, so those tracts of the Pacific Province which, for want of a better term, are described as "New British Columbia," have been stated to be unfit for cultivation of the soil owing to the summer frosts. Both these notions have been exploded. The fertility of the Prairie Provinces is now a matter of world-wide wonder, while it has been conclusively proved that all kinds of vegetables and grain crops can be produced in the great sheltered valleys drained by the rivers flowing into the Skeena. The prairies passed through the period when ranching was largely carried on until the growing settlement and increased acreage under crop made it impossible for the cattle-owner to allow his herds to roam at will over many scores of miles. At present ranching is being carried on in New British Columbia, but the settlers are devoting attention to the production of vegetables and cereals, and it is easy to prophesy with accuracy that with the completion of the railway and the increase of settlement, the mixed farmer will supersede the rancher.

An official bulletin, issued by authority of the British Columbia Legislature, states that the following estimate is made by the Surveyor-General of lands open to pre-emption in the districts immediately around the route of the G.T.P. :—

	Approximate Acres.
Peace River	4,500,000
Fraser River	672,000
Nechaco River townships	276,000
Lower Nechaco River	14,000
Stuart River	326,000
South End of Babine Lake	192,000
Bulkley Valley townships	92,160
Kitsumkalum River	138,240

The report adds that while all these vast areas are open to pre-emption, it should be borne in mind that a considerable portion of the land is not fitted to farming, as much of the country is broken or mountainous. It is, however, interspersed with fertile valleys and lightly timbered prairies, which, with the lower benches or uplands, can be cultivated to advantage. A large percentage will be found more suited to stock raising and dairying than to general farming, the swamps producing large crops of wild hay, while most of the higher benches and mountain slopes are covered with nutritious bunch-grass—an ideal stock food. The other native fodder-plants—pea-vine, vetch, redtop, wild timothy, rye, and blue grass—grow luxuriantly. Timber is plentiful, and the precious and economic minerals are also found. Evidence is also at hand which would lead to the conclusion that all the hardier varieties of apples, pears, and plums, and all varieties of small fruits, will succeed in many localities.

THE COLUMBIA VALLEY.

Irrigated Fruit Lands.

The American section of the Columbia River Valley has already proved itself to be one of the most fertile fruit-growing districts in the world, and the commencement by the C.P.R. of the construction of the Kootenay Central, from the south end of the Valley to meet the northern extension, has now awakened a great interest in this district. Every traveller familiar with the valleys of British Columbia is convinced that, with the completion of the line, the Columbia Valley (more generally known as the Windermere District) will at once prove most attractive—not only to the land speculator, but to the individual who desires to find a home where magnificent scenery abounds, where the fishing and shooting are good, and yet where the soil will bring forth a large return, and thus make life there profitable. Even with drawbacks in transportation facilities, numerous adventurous souls are at present living in the valley, attracted by the fertility of the soil, the beautiful summers, and the mildness of the winters, the wonderful scenery and the exceptional opportunities for sport. These ranchers have proved that apples and small fruits of the finest quality grow splendidly, and the fact that this valley lies the nearest to the great Eastern markets of any of the fruit-growing and produce districts, gives the farmer considerable advantage over his more westerly neighbours.



THE HON. J. H. TURNER, AGENT-GENERAL FOR BRITISH COLUMBIA IN LONDON.

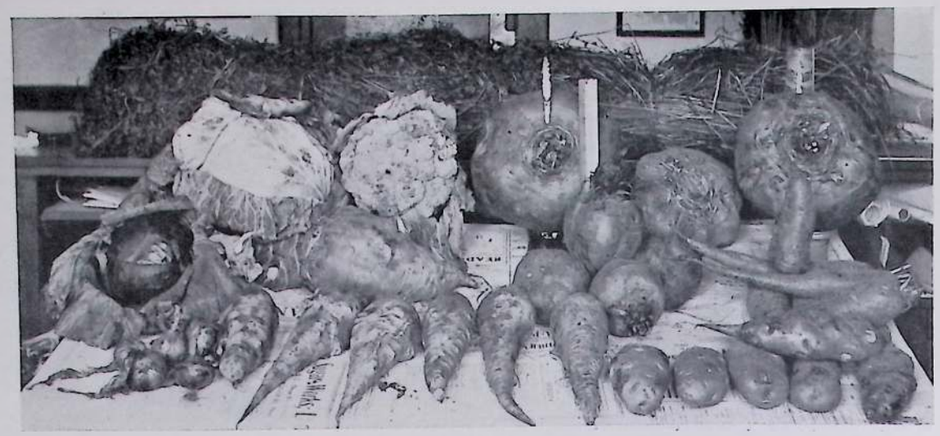
Aware of these facts, a large syndicate, operating under the name of the Columbia Valley Irrigated Fruit Lands, Limited, of Wilmer, made selection some years ago of the most desirable acreage in the Valley, and are developing it by putting in a very extensive irrigating system. They are also placing on the market two beautiful townsites—Invermere and Windermere—both delightfully located on Lake Windermere. A number of English gentlemen have already purchased property of the company, and it is expected that Invermere and the company's lands will appeal strongly to retired British officers, who will find there all the facilities for their favourite sport, whatever it may be, and yet can conduct a profitable fruit farm, either by giving it their personal attention or by placing its development in the hands of a company now being organised to undertake this work.

Among the many firms in Vancouver who make it their business to develop the natural resources of the Province is the John McLeod Company, Limited. This firm handles Vancouver realty, farm lands throughout the Province, timber limits, and mines, and also places foreign money on first mortgage. The rapid growth of the city of Vancouver, and the Province in general, requires capital beyond the ability of the many local banks and financial institutions to supply. These latter institutions have all they can do to take care of the vast growing mercantile and manufacturing demands upon them. There is a wide and constantly expanding field for the employment of British money, at much higher rates than are obtainable in the British Isles, with equally good security. British investors can do no better than to get in direct touch with responsible and trustworthy Vancouver houses.



THE COLUMBIA RIVER BETWEEN GOLDEN AND INVERMERE, BRITISH COLUMBIA.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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Bank of Nova Scotia. Royal Bank of Canada.
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CAMPING OUT IN CANADA: How a Charming Holiday Can be Enjoyed.

ALONG one of the myriad waterways which cover the whole Dominion from the Atlantic to the western boundary of Ontario creeps a small procession of laden canoes, carrying one of those merry camping parties that are such a feature of the summer holidays in the Dominion. The trees of the heavily timbered banks cast their reflections leaf by leaf and branch by branch upon the cool clear water, slipping so quietly away to join a bigger brother. Here and there, where the breeze catches the water, the ripples dance in the sunlight, and the drops from the plashing paddles seem to be showers of diamonds.

The travellers steer to and fro across the stream, enjoying the wonderful sights afforded by Nature in her unspoilt lands. Here, skirting the shore, you observe the beauties of the flowers that bloom lavishly among the undergrowth in masses of white and pink and deeper magenta, and admire the russet-leaved wild vines or brilliant red berries that help to make the Canadian woods in autumn one mass of colour. Stealing into little bays where the tracks show that the moose comes there to drink and feed upon the lily-pods, you may sometimes startle one of these magnificent animals up to his beard in water munching away to his heart's content. If the sun is in his eyes and you paddle softly, you may come to within thirty feet of him and admire his branching horns and luminous eyes; then seeing you, he will give a mighty snort and plunge ashore with huge bounds that send the water flying in showers. At another point a bear cub may be surprised among the berry bushes, who regards the intruders with wonder for a second or two, disappearing among the bush with the sidelong roll of his kind. Later, perhaps, the exploration of a sandy-beached bay will reveal a family of red deer—buck, doe, and tiny fawn—with their chestnut coats glistening in the sun as they drink.

The increasing roughness of the water has for some time apprised the travellers that they are approaching obstacles and that a portage would be necessary, and now around a bend in the river the rapids come in sight. For some hundreds of yards the water rushes and swirls over huge boulders that delay its progress, until it boils into a pool at the bottom and whirls off down stream in broken and precipitate career.

Hauling the canoes ashore the party set out to make the portage. The sturdier members shoulder the heavier bundles, supporting them by a "tump" line over the forehead; the guides rest the canoes upon their shoulders—looking like giant beetles as they walk along the broken trail, and the whole trudge around the rapids until the next point of embarkation is reached.

Presently the stream debouches into a lake, its banks crowned with firs, across the tops of which the setting sun is flinging his last rays. Here a camping place is found. The first duty is to provide the cook with firewood, and then while the evening meal is being prepared, soft boughs of hemlock are collected for the beds, and the tents pitched.

Such a holiday as this is easily obtainable anywhere in Canada, where thousands of miles of waterways in such districts as the Thousand Islands, Temagami, and Algonquin National Park in Ontario, the Laurentians in Quebec, and the forests of Nova Scotia and New Brunswick are open to any camping party of tourists. There are no riparian owners to be considered, and one may land and camp at any point upon which the fancy settles.

If the party does not propose going to very out-of-the-way parts, and if the men are sufficiently energetic to do the work of pitching tents, cutting wood, and cooking themselves, guides will not be necessary. To many minds this necessary work adds but a zest to the outing, and it is the possessors of such opinions who enter into the spirit of the outing and enjoy every minute of their holiday.

All the great railway companies in Canada have special departments which cater for the tourist and camper, and those thinking of spending a holiday among the famous lakes and rivers of Ontario, instead of their usual trip to the Continent, should write to Mr. Fred. C. Salter, European Traffic Manager of the Grand Trunk Railway; Mr. J. M. Gibbon, of the Canadian Pacific Railway; and Mr. Scott Griffin, of the Canadian Northern Railway.

Such a vacation as this may be enjoyed in two ways—either in what the military would call a "standing" camp or by "bivouacking," to use another army term. The former allows of more comforts, commodious tents being pitched with perhaps separate accommodation for dining and a camp kitchen, and permits of the use of such luxuries as tables, camp chairs, and so on. Such a permanent camp is especially desirable when ladies accompany the party, and it may be pointed out that increasingly large numbers of the fair sex go camping every year. The other method, if more rough and ready, gives, however, much greater freedom, allowing one to camp whenever an inviting tongue of land offers good accommodation, or a fine view appeals to the sense of the picturesque. A party of three or four friends, a canoe or two, an easily erected tent, the requisite amount of "grub" and cooking utensils, and a few old clothes are all that is essential, added to the ability to manage a canoe, to steer a course by a compass and map, and to cook. These holidays are remarkably cheap. Two "chums" can live for from $15 to $20 a month; but in the case of a more extensive party the cost is by no means prohibitive. Each canoe (18 feet long) is manned by two Indians, and accommodates two tourists and supplies for a ten days' trip. The expenses would be as follows:—Two canoes, 50c. per day, $10; one head guide, $2.50 per day, $25; three other guides, $3 per day, $60; rent of tents and fly, 50c., $5 each; rent of one tent for guides, 25c. per day, $2.50; rent of camp outfit (axes, pack-straps, cooking utensils), $7.50; making a total of $110. Added to this will be the cost of supplies, and this will entirely depend on the varied tastes of the party—the supplies for Indians are flour, pork, tea, and sugar. The guides are Indians and half-breeds who have followed this business for a living for years, and are thoroughly acquainted with the routes both as to dangerous parts, and to where the best fishing is to be had. They are intelligent, and always desirous of giving every comfort to their employers, and if required will do all the packing over portages, put up tents, make comfortable beds, and do the cooking.



A HOLIDAY-MAKER'S CAMP IN ALGONQUIN NATIONAL PARK, ONTARIO.

Photographs of such a holiday as is indicated here are reproduced on pages 168 and 169.

MOUNTAIN-CLIMBING IN THE ROCKIES.

Another feature of holiday-making in Canada is the glorious mountaineering to be enjoyed in the Rockies. The Canadian Alpine Club every summer goes into camp at some selected spot in the Rockies, the Selkirks, or some other point where there are giants to be conquered, glaciers and gorgeous mountain scenery to be viewed, and climbs adapted to both "cracks" and beginners. Competent Swiss guides are at the service of all tourists. At present these camps have been restricted to that part of the Rockies within easy reach of the C.P.R., but with the opening up of the northern portion of British Columbia and Alberta by the G.T.P. and C.N.R. new and beautiful districts will be brought within reach of the mountaineer. The Grand Trunk Pacific and Canadian Northern Railway will both pass through Jasper Park, a national reservation among the Northern Rockies which boasts within its boundaries some of the finest mountain scenery in the world. Here too is to be seen Mount Robson, the highest point of a stupendous range, and other peaks nearly equalling it in altitude. Full information regarding the membership of and facilities afforded by the Canadian Alpine Club may be obtained from the Secretary, 160, Furby Street, Winnipeg, Manitoba.

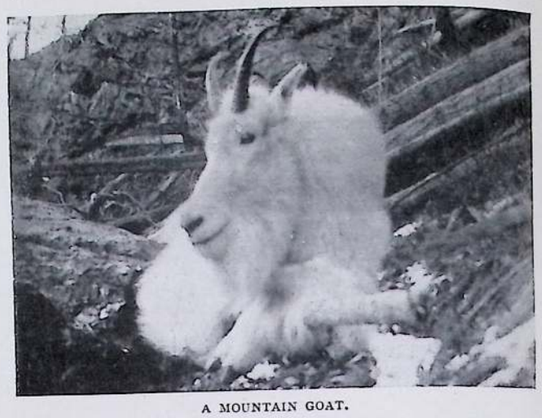
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BIG GAME IN CANADA.

"CANADA" ANNUAL, 1911.



ON THE SUMMIT RANGE, VANCOUVER ISLAND: A DOE AND HER FAWNS.



A MOUNTAIN GOAT.



A GRISLY BEAR.



A FAMILY OF MULE DEER IN VANCOUVER ISLAND.



A FINE WAPITI.



A TRAPPED LYNX.



Photo by] A DEAD CARIBOU. [*Howard A. Chapman.*



AN ONTARIO MOOSE.



A MOOSE-HUNTERS CAMP.



RETURNING TO CAMP WITH A TROPHY.

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CANADA is prominent in other ways in addition to presenting some of the best opportunities for money-making of the present day. The British sportsman is learning that he can in the Dominion spend holidays of a novel nature with the minimum of inconvenience and the maximum of pleasure, for among Canada's millions of acres there are stretches many miles in extent which remain just as Nature has formed them during the thousands of years of her reign, and in which are still to be found many trophies for the rifle and providing of the finest big-game shooting in the world. And all this within a fortnight of his leaving his house in London or his country place in the shires.

One of the great advantages of the sport offered by Canada is the ease with which some of the best haunts of big game are to be reached. There are required no lengthy sea trips, no organisation of a hunting party, with its worries of commissariat and transport; no expenditure of prohibitive sums of money; no dangers from tropical diseases and hostile tribes. It may be safely said that there are absolutely no hardships to endure in reaching the forests which offer such abundant opportunities for sport as are to be found. The hunter is carried to within a few hours' journey of the woods by fast and luxurious express trains, and can make his headquarters at any of several towns or villages, where the best of guides can be



NEW BRUNSWICK TROPHIES: BRINGING HOME THE SPOILS.

engaged and all the requisite supplies procured. Unless it is the desire of the sportsman to penetrate to the deeper recesses of the forest, there is no hard toilsome tramping to endure, for to many of the camps there are good "corduroy" roads, and the numerous streams also furnish a waterway for the canoe to the most likely spots where big game is certain of being encountered.

Canada has recently begun an important development in connection with sport in the Dominion. Mr. C. F. Lane, who has had a wide experience in shooting and fishing all over the Dominion, has been appointed Sporting Editor, and, in addition to contributing articles, he will give advice to sportsmen going to Canada, and will arrange, if desired, all the details incidental to a hunting excursion. Full particulars regarding this matter can be obtained from the Sporting Editor of *Canada*.

In the following short *resumé* of the principal opportunities for big-game shooting in Canada the particular attractions of each Province are given:—

NOVA SCOTIA.

Moose, caribou, and deer are found, but the former only can be shot. Open season, September 16 to November 16. Bag limit, one bull moose, and that by rifle only; no dogs are allowed. Caribou and deer are protected until October 1, 1912, and moose in Cape Breton Island until October 1, 1915. Non-resident licences, $30.

The hunting-grounds are mostly within easy reach of the railway, and big game can be shot in almost any of the woods and barrens of the unsettled part of the province. Full information can be obtained from the Chief Game Commissioner, Mr. J. A. Knight, at Halifax. The cost of guides is about $2 a day, and the canoe 50 cents extra a day. There are numerous reliable guides in the province.

NEW BRUNSWICK.

A great moose-shooting Province, while deer and caribou are also found. Open season, September 15 to November 30. Licences, non-resident, $50.

A feature of the big-game districts in New Brunswick is their accessibility. The chief centres for starting on a moose hunt are Fredericton, Perth, Havelock, Newcastle, Bathhurst, and Campbellton, but the shooting round practically all the other centres is good. Sportsmen wishing to shoot a caribou as well as a moose should go to that country at the headquarters of the north-west Miramichi, the Tobique, the Upsalquitch, and Restigeuche Rivers. Deer are shot in the country between Fredericton and Chatham Junction, in the St. John River Valley, along the railway lines between Perth and Fredericton Junction and Petitcodiac and Manitou, and from Musquash to St. Stephen. Guides charge from $3 to $5 a day, and, if outfit is to be provided, from $7 to $10 a day, for one sportsman; $12 to $16 for two; $18 to $25 for three; and so on in proportion. One guide is necessary for every hunting member of the party. Information upon all points can be obtained from Mr. T. G. Loggie, Deputy-Surveyor-General, Fredericton, N.B., and from the New Brunswick Tourist Association, Fredericton.

QUEBEC.

Caribou, deer, and moose are found. Open season, in Zone No. 1, which includes all the Province except that part of Chicoutimi and Saguenay to east and north of River Saguenay, September 1 to December 31; in Zone No. 2 (that part of the Province indicated), September 1 to February 29, for caribou only. Bag limit: in Zone 1, 2 caribou, 2 deer, 1 moose; in Zone No. 2, 4 caribou. Dogs are allowed at certain times, but no traps, etc. Licences, $25, and for members of incorporated hunting clubs $10.

Excellent shooting is found in the Gaspé Peninsula, and caribou are found in most of the backwoods of the Province.

ONTARIO.

Caribou, deer, and moose are to be shot. Open season: moose, north of the main line of C.P.R. from Mattawa to Manitoba boundary, October 16 to November 15 inclusive; deer and caribou, November 1 to November 15 inclusive. Bag limit: 2 deer, but two or more persons hunting together may take two deer for each member of the party; moose, 1; caribou, 1. Licences, non-residents, for big game, $50. Cow moose and caribou and does are protected. Severe regulations against using dogs.

Big game is shot nearly all over the unfrequented portions of the Province, notably in the Lake of Bays district (deer), in the Georgian Bay district (deer and bear), Lake Nipissing and the French River (deer and other large game), Temagami (red deer, caribou, and moose), in the Highlands of Ontario (perhaps the best district for deer and moose in the Province), in the Deer Lake and Sudbury districts (deer and moose), in the rocky barren between Sudbury and Fort William (moose, caribou, and black bear), and in the country between the Great Lakes and the Manitoba boundary (caribou and moose). The cost of guides is about the same as that in New Brunswick.

MANITOBA.

Deer, antelope, wapiti, moose, and caribou are obtainable. Open season, December 1 to December 14. Female animals and young protected. Bag limit, one male of each kind. Licences: to a British subject domiciled in British territory, $10; to others, $50. Severe regulations against dogs.

Big game, notably wapiti, are shot in the Riding Mountains and in the northern parts of the province.

SASKATCHEWAN.

Antelope, deer, caribou, moose, and elk are found. Open season: antelope, October 1 to November 14; deer, caribou, moose, and elk, December 1 to December 14. Bag limit, two grown males only. Licenses, $50 for big-game season.

ALBERTA.

Mountain sheep and goats, antelope, deer, moose, and caribou are found. Open season: antelope, October 1 to November 1; deer, moose, and caribou, November 1 to December 15; mountain sheep and goat, September 1 to October 15. Bag limit (males only): sheep and goats, 2; antelope, 2; deer, 1; moose, 1; caribou, 1. Licences, $25.

BRITISH COLUMBIA.

A great big game shooting Province. Caribou, deer, elk, or wapiti (at present preserved), moose, mountain sheep and goats, and bears found. Open season: deer (other than Coast or Columbian) and mountain goat, September 1 to December 14; mountain sheep, September 1 to November 14 (close season in certain districts); bear, September 1 to July 14; moose and caribou, September 1 to December 31 (close season in some districts). Bag limit (bull): caribou, 3; deer (buck or doe), 5; moose, 2; mountain goat, 3; mountain sheep, 2; in Kootenay—moose, 1; mountain sheep, 1. Licences for non-residents, general licence, $100; for bear in spring, $25.

The hunting grounds of the Province extend over an area of 400 miles by 700. Moose are plentiful throughout the northern interior of the province, but the biggest and best heads are obtained in Cassiar district. The district round Fort George, on the Fraser River, probably has more moose to the square mile than any other part of the continent. Wapiti is fairly plentiful on Vancouver Island, especially so in the north-west end. The mountain caribou is fairly plentiful in parts of the Selkirks, in Chilcotin, and near Fort George. Osborn's caribou is found in the Cassiar district and in Atlin.

Mule deer and large black-tailed deer are more or less plentiful all through the southern part of the Province to the east of the coast range. White-tailed deer are chiefly found in the bottom lands to the east of the coast range and south of the main line of the Canadian Pacific Railway. The best big-horn heads are obtained in the Rockies of East Kootenay. Mountain goats are very numerous, wherever there are high mountains. The grisly bear is found all over the mainland, and is very plentiful in Lillooet, East Kootenay, and Cariboo districts. The so-called black bear, which frequently varies in colour from a light brown to glossy black, is to be found everywhere, being most plentiful on Vancouver Island and the coast.

The expenses are not heavy, being, for a six weeks' trip in Cassiar, for instance, for one man, $1,300 or $1,400; for two men, $1,200 each; for three men, $1,100 each. In Lillooet and Chilcotin the cost would be less, amounting in a party of two or three to $12.50 to $15 a day.

Mr. A. Bryan Williams, Provincial Game Warden of British Columbia, will give full information to all who write him regarding sport.

THE YUKON.

Some of the best big-game shooting in the Dominion is to be found in the Yukon Territory. The animals of these northern latitudes attain great size, and have magnificent heads. Moose, caribou, big-horn, and bear are easily obtainable, and afford splendid sport.

Illustrations of big game in Canada appear on pages 156 and 157.

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CANADIAN HOLIDAY RESORTS: BEAUTY SPOTS OF THE DOMINION.

SEASIDE resorts are somewhat at a discount in Canada. This is not to argue that the Dominion has no attractive spots upon her shores—indeed, as we shall presently show, no country possesses more beautiful, more healthy, or more interesting holiday resorts than the Maritime Provinces and British Columbia—but it is due to the fact that Canadian holiday-makers have other places to visit. It must be remembered that many of the most populous places of the Dominion, such as Montreal, Toronto, Quebec, Winnipeg, and all the prosperous manufacturing towns of Ontario are near the wonderful holiday resorts to be found along the shores of the Great Lakes, in the quiet reaches of Georgian Bay or Kawartha Lakes, or among the wooded beauties of Algonquin Park or the Laurentian Hills. It is to these points, with their boating and fishing attractions, their facilities for yachting, canoeing, and camping out, and their summer hotels and residences, that attention is paid rather than to the sea coast, some hundreds of miles distant. Yet, on those who are within easier reach of them—either by geographical nearness or the accident of an accommodating income—the seaside resorts of the Dominion have a great hold. The miles of seashore—here "yellow sands," there iron-bound rocks, ceaselessly beaten by the surging Atlantic rollers—which edge the Provinces of New Brunswick, Nova Scotia, and also Prince Edward Island have numerous attractions and charms.



BATHERS AT EVANGELINE BEACH, NOVA SCOTIA.

Owing to the comparative proximity of Atlantic City, however, and of other well-known and popular American "Brightons," "Margates," "Eastbournes," and "Southends," the development of seaside resorts in the Maritime Provinces has been somewhat slow. There are many beautiful spots along the coast of Nova Scotia, Prince Edward Island, and New Brunswick, and on the shores of the mighty St. Lawrence, awaiting the time when the greater population of Canada will not only demand but will warrant their fuller development. At present the tired traveller who flees from conventions and seeks only quiet and strength will find a secluded beach within reach of an hospitable farmhouse, where he may obtain accommodation of the clean and neat style inseparable from the country. But to each of these the chief attraction is perhaps the deep-sea bathing, for which the conditions of all the eastern beaches cannot be beaten.

The temperature of the water is never beyond the strength of the most delicate, and there is little or no danger from the under-tow of the sea, while children, in sand and surf, may revel in safety. Then, again, the holiday-maker always looks forward to a little fishing now and again, and at many of the eastern seaside resorts the tourist is within easy reach of salt water streams full of fighting fish; he is close to deep-sea fishing; while an early morning sail with the fishermen when the mackerel school arrives will give him a seining experience not soon to be forgotten.

One of the greatest charms of the Maritime Provinces is their historical interest. Many of the places in Canada which have become famous by reason of former associations or incidents are within sight and sound of the eternal sea. At St. John, for instance, with its remarkable reversing falls, the traveller is in the footsteps of Champlain and De Monts, who, on St. John's Day, 1604, sailed into its harbour. Here, too, are memories of the La Tours and their fortified settlements, and of the fleeing Loyalists who there found a refuge. The old market slip where the Loyalists landed is still preserved, and the old martello tower, a remnant of colonial days, still watches over the growing city. Journeying from St. John to Digby, across the Bay of Fundy, with its tidal bores, the visitor passes east through the Annapolis Valley. Here may be seen Annapolis Royal, founded in 1605, with its grass-grown ramparts and its memories of the old régime—fortifications, magazines, and broken walls—that tell a silent but eloquent story of former struggles. All along the coast are memories of the old Acadia, where in the country districts ancient conditions still linger. Close by is the beautiful Wolfville, a quiet university town, nestling in the heart of the Annapolis Valley, celebrated for its wonderful apples, and thereby all pink with blossom in the spring, and red and gold with ripening fruit in the autumn. Within easy reach of the town is Grand Pré, with its towering Blomidon, its wonderful dykes, Evangeline's well and willows, the site of Basil's forge, and other remnants of the expulsion of the Acadians. Away to the east, after a few hours' journey, the tourist reaches Cape Breton, with its Bras d'Or Lakes, the Highland lochs of Canada. Near at hand, again, is ruined Louisburg, with its memories of wars for the possession of the new world.

Across the Strait of Northumberland is Prince Edward Island, with part of its old forts still standing. No one can approach the island in daylight without being impressed by the wonderful beauty of its shores. The rich colour of the red sandstone rising from the sea, crowned with the vivid green of the fields and the darker green of the woods, gives a picture in which earth, sea, and sky combine their glorious hues with almost magical effect. In no part of Canada can more striking combinations of colour be found than are met with in a trip to the island. In the clear atmosphere their brightness appears to be intensified. Several well-known summer resorts are to be found on the north shore of the island, within easy distance of Charlottetown, the capital. These are found at such places as Hampton, Stanhope, Brackley Beach, Rustico, Malpeque, and Tracadie Beach, all of which are becoming increasingly popular.

Holiday makers in Eastern Ontario find much of their summer pleasure at Tadousac and Murray Bay, on the northern shore of the St. Lawrence, often extending the trip, by the rock-bound Saguenay, to Lake St. John and picturesque Roberval, with its never-to-be-forgotten sunsets. A regular line of passenger steamers runs between Toronto and Tadousac at the mouth of the Saguenay, during the summer, calling at many intermediate points.

Many Montrealers find their holiday Mecca in the wild forest-clad Laurentians to the north of the city. The pleasure resorts of Ontario are legion, but all of them more or less in their infancy, with the exception, perhaps, of Niagara Falls, and Belleville and Kingston on the northern shores of Lake Ontario. Efforts are being made, and to some purpose, too, to develop many pretty, unsophisticated spots on the three great lakes, Ontario, Erie, and Huron. Some of these are: Grimsby, Beach, Port Dover, Port Stanley, Goderich, and Owen Sound. Inland there are the Muskoka Lakes, Lake Simcoe, the Lake of Bays, the Kawartha Lakes, and the Algonquin National Park—all of them within easy and comfortable reach of any part of old Ontario, and all of them provided with good hotels, camping facilities, and steamer communication between the various points of interest. The whole eastern shore of Georgian Bay, with its "Thirty Thousand Islands," is also rapidly coming to the front in popularity.

In Western Ontario, more often known as New Ontario, Port Arthur, Nepigon, Schreiber, Jack Fish Bay, and Kenora have their summer devotees, some for fishing, some for hunting, some for camping and Nature study, some for pure, unadulterated idleness. Kenora, on the Lake of the Woods, is fast becoming the summer haunt of the good folks of Winnipeg, an honour which it shares with Winnipeg Beach on Lake Winnipeg, and with Oak Point on Lake Manitoba.

There are but few of the prairie towns that do not possess and patronise their own special local holiday resorts. Portage la Prairie has the southern shore of Lake Manitoba within fifteen miles of its City Hall; Brandon goes to Oak Lake; Regina is near to Last Mountain Lake; so also is Moose Jaw; Saskatoon and Prince Albert are both built on the banks of the broad Saskatchewan, which provides, in part, the requirements sought by holiday-makers; Edmonton has holiday lakes to the east, to the west, to the north, and to the south, some of which will develop as the needs of the city demand. Calgary goes to Banff and its hot springs. This town has for many years been known as one of the most popular summer resorts in all Canada; in addition, it is now gaining reputation as a winter playground and resting-place. It is not only the gateway to the Rockies, but is itself set in the midst of impressive mountains. Nowhere in the Rockies are good points of view and features of special interest so accessible as they are from Banff. Nelson, in Southern Alberta, is situated on the well-known Kootenay Lake, and Revelstoke is within easy distance of the Arrow Lakes, where are the famous Halcyon Hot Springs, patronised by hundreds and thousands of Vancouver, Victoria, Seattle, and Spokane citizens. Kamloops finds its holiday pleasures on the Thompson River, of which there are two branches, North and South, and on Shuswap Lake.

Vancouver and Victoria, being both situated on the coast, have charming resorts near at hand. In Stanley Park Vancouver possesses a unique pleasure ground—a stretch of wonderful natural forest land, wooded with trees of record size, and washed by the waters of the Pacific. The shores of the mainland of the Pacific Province and of Vancouver Island, and the thousands of other islands of the coast, are noted for their great beauty and the opportunities they afford for yachting and fishing.

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FISHING IN CANADA: REMARKABLE SPORT FOR ANGLERS.

CANADA is a country which makes a special appeal to the angler. Many districts—especially in the Eastern Provinces—are blest with a multiplicity of lakes, rivers, and streams, most of which abound in fish. For instance, one-fifth of the whole area of Nova Scotia—namely, eleven million acres—consists of lake and river, where salmon run when the ice breaks in the spring, and trout, grayling, bass, and perch are always to be taken. Prince Edward Island possesses trout streams near Rustico Beach, a well-known holiday resort, at Tracadie, and in a score of other places. New Brunswick possesses the Restigouche River, a famous salmon stream, and others not so well known, but nearly as well stocked with speckled trout and other species; in Quebec, the La Tuque district and St. Maurice River country provide splendid trout fishing, while Algonquin Park, the Kawartha Lakes, the Muskoka district, and the many other summer resorts in Ontario afford the fisherman every facility to enjoy his favourite sport among bass, trout, perch, and even the huge maskinonge. In addition, game fish of many kinds are found in most of the prairie rivers and streams, while British Columbia, with the multiplicity of waters caused by its formation, offers unsurpassed opportunities to the angler in many respects.

One aspect of a fishing trip in Canada which it is impossible to enjoy in the Old Country is a seclusion from all other anglers, and even from civilisation itself. Taking a birch-bark canoe—a type of craft which has been in use by the Indians from time immemorial—at any point recognised as a "jumping-off" place for a tour in the backwoods, one may so journey in a day or so as to reach a spot where perhaps none has landed or camped before, or, at any rate, far from the holiday crowds, and the hotels with all "modern conveniences," the "thirteen-course dinners," and subsequent dance, the band on the lawn, and the other similar items which go to make a popular resort. Away in the solitudes, wood, lake, and river combine to bring to the holiday-maker that sense of peace and quiet enjoyment never to be obtained elsewhere, and, in addition to these pleasures, the angler has game enough at hand to pass the day pleasantly, produce enormous appetites, and give dreamless sleep o' nights.

The equipment needed by an angler in Canada varies not at all to that required for fishing British waters. The only thing to be remembered is that the flies should be made larger, gaudier, and less representative of nature than those in use in the Old Country. This is due to the fact that Canadian streams have been fished to a much less extent than the hackneyed waters to which the British sportsman must go. Indeed, in many places in Canada the angler may reach a lake or stream visited but rarely and possessing fish which will bite at the most unprepossessing bait. Of course, should the visitor intend a long trip, or one which would take him into unfrequented and lonely districts, guides should be taken. This is nearly always an excellent plan, as the guide will organise the party and provide the best food, canoes, and other camp impedimenta possible. Guides and boats can be obtained for about $2 to $2.50 a day. Should a guide not be needed, canoes can be hired at one of the many starting points for such tours which exist at all resorts. These starting points are always situated on or near the railway, so that after a few hours' journey in the train the trip may be fairly started.

In addition, many of the guides own comfortable and picturesque log huts in the woods, near good fishing waters, and these are available for the use of anglers. In the case of bad weather occurring



A THIRTY-TWO-POUND SALMON.

a hut is preferable to a tent, for the tourist can enjoy his sport during the day, in spite of rain, and return to the comforts of a fireside and dry clothes in the evening.

There are various regulations governing fishing, and these vary in each Province. Permits are necessary, and there are rules as to size, limit, and the tackle to be used, and the number to be taken. In order to give the British angler some idea of the game fish to be caught and of the seasons at which fishing is not allowed, the following list has been compiled:—

BASS.

Ontario.—Close season, April 15 to June 15; on Lake Erie, west of Point Pelee and round Pelee Island, May 25 to June 15. Bag



A SPRING CATCH; THE SMALLEST TROUT WEIGHED OVER FIVE POUNDS.

limit, black bass, eight in one day. Quebec.—Close season, April 1 to June 15; minimum size, black bass, 9 ins.; rock bass, 6 in.

SEA BASS.

New Brunswick.—Close season, April 1 to November 30. Nova Scotia, March 1 to October 30. Gill nets of 5-inch mesh may be used during September under licence. Weight limit, 2 lbs. Close time does not apply to bass caught with hook and line.

MASKINONGE.

Ontario and Quebec.—Close season, April 15 to June 18. Ontario, minimum size limit, 24 inches; bag limit in one day, four. Western Provinces.—April 15 to May 15.

MULLET.

Alberta, Manitoba, and Saskatchewan.—Close season, April 15 to May 15.

OUANANICHE.

Quebec.—Close season, October 1 to November 30.

PICKEREL.

Quebec, Ontario, and Western Provinces.—Close season, April 15 to May 15, with exceptions. Ontario, size limit, 15 inches, and bag limit in one day, 12. Quebec, size limit, 15 inches.

PIKE.

Alberta, Manitoba, and Saskatchewan.—Close season, April 15 to May 15.

SALMON (FLY FISHING).

New Brunswick, Nova Scotia, and Quebec.—Close season, August 15 to February 1. In Cape Breton Island, September 27 to May 31. In Quebec, on Rivers Rimouski, Murray, du Gouffre, and Jacques Cartier, angling extends to August 31, also on north shore of St. Lawrence, east of, but not including, Natashquen.

STURGEON.

New Brunswick and Quebec.—Close season, June 1 to June 30; size limit, 4 ft. in former, 3 ft. in latter Province. Close season in Western Provinces, May 15 to June 15.

SPECKLED TROUT.

Close Seasons.—British Columbia, November 15 to March 25, with exceptions; New Brunswick, Nova Scotia, and Prince Edward Island, October 1 to March 31; Quebec, October 1 to April 30; Ontario and Manitoba, September 15 to April 30; Alberta and Saskatchewan, November 1 to March 3. Size limit throughout Dominion, 6 inches; weight limit of bag in Ontario in one day, 10 lbs. Rod and line only allowed, except on north shore of St. Lawrence, from mouth of Saguenay to Blanc Sablon.

SALMON TROUT.

Close Seasons.—British Columbia, November 15 to March 25; Ontario, November 1 to November 30; Alberta, Manitoba, and Saskatchewan, October 5 to December 15.

OTHER VARIETIES OF TROUT.

Grey, lunge, touladi, and land-locked salmon. Close seasons.—British Columbia, November 15 to March 25; New Brunswick, Nova Scotia, and Prince Edward Island, October 1 to March 31; Quebec, October 15 to December 15.

The Sporting Editor of *Canada*, Mr. C. F. Lane, who has fished extensively throughout Canada, is in a position to make all arrangements for British anglers to enjoy a fishing tour in any part of the Dominion. Full information can be obtained by writing to him at the offices of *Canada*, Kingsway House, Kingsway, London, W.C.

GAME BIRDS AND WILDFOWL SHOOTING: EXCELLENT SPORT IN ALL THE PROVINCES.

WHILE a certain class of sportsman—he with the longer pocket—will devote himself to big game, the visitor with less expensive tastes will find a large amount of recreation, and the settler a plentiful supply for the larder, in wing shooting. No matter what Province one's lot be cast in, there is occupation for the gun for at least nine months out of the twelve, while the year's bag will include many varieties of edible birds of the partridge, grouse, and duck species.

Some very pretty wing shooting is to be found in the Maritime Provinces. Here, although the bag limits are small as compared with the huge shoots which may be made in the West, the delightful scenery, fine autumn weather, and the mixed bag give a charm to shooting in Arcady that the prairie does not yield. Woodcock are fairly abundant, and ruffled grouse or "partridge" are often numerous, although their numbers vary from year to year. Snipe, geese, plover, and duck and brant are also to be obtained. The following are the open seasons in the various Maritime Provinces:—

Nova Scotia.—Ruffed grouse, October 1 to November 1; woodcock and blue-winged duck, September 1 to March 1; grouse, pheasant, blackcock, capercailzie, August 15 to March 1.

New Brunswick.—Partridge, September 15 to November 30; woodcock, September 1 to December 1; snipe, September 15 to December 1; wood duck, teal, wild geese, September 1 to December 1.

Prince Edward Island.—Brant, October 1 to June 9; duck, August 20 to December 31; geese, September 15 to May 9; partridge, October 1 to November 30; plover, July 15 to December 31; snipe,



A BAG IN BRITISH COLUMBIA.

September 1 to December 31; turkey and curlew, July 15 to December 31.

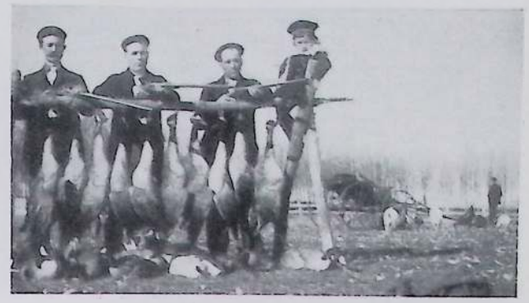
Quebec offers a wide choice to the shot-gun, and some excellent shooting may be had if the sportsman becomes acquainted with the right people. The open seasons are:—Partridge, birch and spruce, December 1 to 14; ptarmigan and white partridge, November 1 to January 31; woodcock, snipe, plover, curlew, tatter, sandpiper, September 1 to January 31; widgeon, teal, and wild duck of any kind except sheldrake, loons, gulls, penguins, and sea parrots, September 1 to February 29.

Ontario has a variety of winged game, which may be shot in the following seasons:—Capercailzie and ducks, September 15 to December 15; geese and swans, September 15 to April 15; grouse and woodcock, September 15 to December 15; partridge, October 15 to November 15; pheasants, October 15 to November 15; plover, September 15 to December 15; quail, November 1 to December 1; snipe, September 1 to December 15; turkeys, November 1 to December 1.

For really good shooting, should one judge mainly by the weight of the bag and the number of shots, the North-West is an easy first. The shooting grounds of the Canadian prairie farmer begin at the threshold of his homestead, and extend in any direction as far as he cares to roam, except, of course, upon his neighbour's land. This restriction is by no means so great a one as it would appear to British eyes, for the parts of Canada where the borders of one man's farm march with those of another are few and far between. Even in the most settled districts there are tracts of land not yet taken up, bluffs which have been left in their natural state, and sloughs, lakes, and rivers near which vast numbers of water-fowl have their habitat.

Chicken-shooting is a favourite pastime. One may tramp over an expanse of yellow stubble, or the summer fallows, and with a shot-gun bring down large bags of the sharp-tailed grouse, the broad-tailed grouse, or the prairie chicken proper. In the scrub is found the beautiful ruffed white-fleshed grouse (generally referred to locally as "partridge"), which measures about 12in. across the spread of the tail. The prairie chicken, one of the best game birds in existence, weighs about 2½lb., and its breast is every bit as big in proportion to that of the English partridge or even that of a pheasant. In some parts of the bluffs, small or medium clumps of trees, with coarse grass growing between, birds will lie well to dogs. Here may likewise be found "bush rabbits," and from the outside of the growth may be moved a jack-rabbit, the long-eared and long-legged hare of the prairie.

In addition there are the flocks of water-fowl that year by year visit the lakes and sloughs. Here the birds find a practically inexhaustible supply of their favourite foods—water celery, wild rice, and Manitoba No. 1 hard. The varieties of duck are numerous, the principal being mallard, pintail, redhead, black duck, bluebill,



WILD GEESE SHOT ON THE PRAIRIES.

canvas-back, widgeon, teal, and golden-eye; while in addition there are geese and swan. The number of birds is incredible, scores being seen upon every sheet of water and such shooting has to be experienced to be appreciated. In many parts of Saskatchewan where the sloughs are shallow and have hard clay bottoms, ducks may be shot by walking up. In most places, however, it is necessary to use a boat or canoe, and trust to decoys to bring the birds nearer to the gun. The open seasons are as follows:—

Manitoba.—Grouse, prairie chicken, or partridge, October 1 to October 30; plover (other than upland plover), August 1 to December 31; upland plover, July 1 to December 31; wild duck, September 1 to December 31.

Saskatchewan.—Ducks, geese, swans, rails, coots, snipe, plover, and curlew, September 1 to December 31; prairie chicken, partridge, and grouse, October 1 to October 31; cranes, August 1 to December 31.

Alberta.—Ducks and swans, August 25 to January 1; cranes, coots, rails, snipe, and plover, September 1 to January 1; prairie chicken, October 1 to November 1.

There is so much big game in British Columbia that one hears comparatively little else talked about; yet there is some excellent bird shooting to be had on Vancouver Island and in many parts of the interior. Wildfowl are numerous about the mouth of the Fraser River in winter, and along the west coast of Vancouver Island. Some of the best duck shooting in the Dominion is to be enjoyed on the lakes and rivers in the huge valleys which lie between the mountains, and the birds are shot alike from the canoe and by stalking. Blue grouse also provide many a good day's sport. The open seasons are as follows:—Bittern, heron, plover, meadow-lark, September 1 to February 29; duck, grouse, and ptarmigan, north of the 55th parallel only, September 15 to February 29.



THE RESULT OF 4½ HOURS' SHOOTING IN MANITOBA.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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"Canada's" Reference Library.

Where useful information may be obtained concerning the Provinces, Cities, and Towns of Canada—Opportunities for the Settler—Special Openings for Women—Educational Institutions—Industries—Investments—Phases of Canadian Life—Hunting—Fishing—Holiday Tours, &c.

The question will certainly occur to readers of this Annual whether further and more detailed information on subjects in which they are interested can be readily obtained. Those, for instance, being desirous of making some investment may require information upon a certain Province, district, city, or town; or a manufacturer may wish to know something of openings and facilities existing for the establishment of industries, while information concerning factories, etc., already established would be useful. Another may desire some knowledge of Canadian mining districts and companies and their prospects. Again, one who is contemplating settling in the Dominion will find in back number of *Canada*, the sixpenny illustrated London weekly, many valuable articles which give the experience and opinions of other settlers, and advice as to the opportunities and conditions in the various parts of the country, as well as profits to be made from various branches of agriculture, fruit-farming, etc.

A parent may want information as to the educational facilities existing in the Dominion, or opportunities for careers for his sons and daughters. A sportsman planning a trip will need information as to the best hunting grounds and fishing streams; a tourist planning a holiday tour will want to read of the many wonderful holiday resorts with which Canada is abundantly provided.

For the benefit of those desiring such information, the following list of subjects which have been discussed in *Canada* has been compiled. Here will be found contributions by some of the best authorities on the subject, most of them fully illustrated. Many of these issues of *Canada* are still obtainable, and a postcard to the Publisher, Kingsway House, Kingsway, London, W.C., will elicit the price of the copy, which necessarily varies according to the date of the number, but is in most cases 6½d.

FINANCIAL AND INVESTMENT.

Amalgamations during 1909
Banking Development
Banking System, Canada's
Bonds, Important Interview
Bond Issues
British Capital in Canada
Canada in 1906, in 1907, in 1908, in 1909, in 1910 (Sir B. E. Walker's Speeches)
Canada, Lord Brassey on
Canada's Need for British Capital
Canadian Budget
Canadian Industries, Growth of
Canadian Water Power Computed
Insurance Act, New Canadian
Interest at 7 per cent.
Investments in Timber Limits
Investment Opportunities in Brandon, British Columbia, Edmonton, Fort William, Medicine Hat, Moose Jaw, New Brunswick, Nova Scotia, Port Arthur, Regina, Saskatoon
Investment Opportunities in Cobalt
Investment Opportunities in Newfoundland
Investment Opportunities on New Railways
Issues in England
Land Investments
Land Values in Western Canada
Land Values in Western Cities (Winnipeg)
Large Profits from Small Investments
Loan Companies in Western Canada
Real Estate, Increasing Values of
Royal Bank of Canada
Stock Exchange Transactions
Vancouver, Investments on First Mortgage in

Special Investment Supplements in which is given much more information of value to the British investor have also appeared every month.

CITIES AND TOWNS.

Tourists, intending settlers, and investors will find these illustrated articles of value and interest.

Agassiz
Battleford
Brandon
Brantford
Calgary
Cardston
Chatham
Chicoutimi
Edmonton
Esquimalt
Fernie
Fort Francis
Fort George
Fort William
Galt
Halifax
Hamilton
High River
Kelowna
Lethbridge
Lloydminster
London
Meaford
Medicine Hat
Montreal
Moose Jaw
Nanaimo
Nelson
New Westminster
Nicolet
Nokomis
Ottawa
Owen Sound
Placentia, N.F.
Port Arthur
Portage la Prairie
Prince Albert
Prince Rupert
Rainy River
Red Deer
Regina
Ste. Anne de Beaupre
St. Boniface
St. Catharines
St. John
St. John's, N.F.
Sarnia
Saskatoon
Sault Ste. Marie
Shelburne, N.S.
Stettler
Strathcona
Sydney, N.S.
Toronto
Valleyfield
Vancouver
Vermilion
Victoria
Wainwright
Warman
Watrous
Wetaskiwin
Weyburn
Windsor
Winnipeg
Woodstock

Articles relating to the Provinces generally have also appeared.

INDUSTRIES, TRADE, Etc.

Apple Exporting
Asbestos Mining
Beet Sugar Refining
British Trade with Canada
British Trade with Newfoundland
Canada and West Indies Report
Cattle Trade
Cod Fishing in Newfoundland
Cotton Manufacturing
Dairy Farming
Electoral Development at Niagara
Fisheries, Value of
Fish Culture

INDUSTRIES, TRADE, Etc. (*continued*).

Flax Products
Flour Milling
Forest Wealth
Fruit Growing
Fur Trade in Canada
Hague Fisheries Award
Herring Fishing
Iron and Steel Industries in N.S.
Lumbering
Manufacturers, Openings for:—In Brandon, Edmonton, Medicine Hat, Port Arthur, Regina, Saskatoon
Mixed Farming
Paper-making in Canada
Peat-Fuel in Ontario
Pulp-wood, Manufacture of
Pulp Making in Newfoundland
Salmon Canning in B.C.
Sealing
Shipbuilding at Collingwood

MINING.

Coal Mining
Cobalt
Gold Mining
Gowganda
Iron Mining in Newfoundland
Mineral Wealth of Canada
Moose Mountain Iron Range
Oil Fields of Canada
Silver, Island of
Yukon Mining
Zinc Mining in B.C.

MILITARY AND NAVAL.

Canadian Militia
Newfoundland, Strategic Importance of
Navy, Canadian
Royal Military College
Winnipeg's New Regiment

HISTORICAL.

Anglican Church Bicentenary
Canada in 1908, 1909, 1910
Canadian Battlefields
Empire Day
Fort Ste. Marie
Fraser River, Discovery of
General Brock
King Edward in Canada
King George in Canada
Quebec Tercentenary
Stoney Creek Battlefield

RAILWAYS AND SHIPPING.

Canadian Northern Railway
Canadian Northern Ry. Steamship Service
Canadian Pacific Railway
Grand Trunk Pacific
Grand Trunk Pacific Steamship Service
Hudson Bay Railway
Railways in Newfoundland
Railway Development
Shipping Development

ART.

Canada Illustrated by Canadian Artists
Sir W. Van Horne on Canadian Art
Exhibition at Liverpool

GENERAL OPPORTUNITIES FOR THE SETTLER.

Advice to Farmer Emigrants
Assisted Emigration
Bulb Growing at Victoria, B.C.
Canada for Middle-class Britishers
Canadian Gentleman Farmer
Dairy-farming in Canada
Emigrants' Success and Experiences
Emigrants, Desire for British
Emigrants, Information for
Farming on Irrigated Lands
Farming Profits
Farm Servants Needed
Fruit Growing in Canada—
"Gentleman" Emigrant, The
Horse Breeding in Canada
Horse Ranching
How a Homestead is Made
Immigration Regulations
Labour Conditions

GENERAL OPPORTUNITIES FOR THE SETTLER—(*continued*).

Labour, Demand for
Market Gardening
Mixed Farming
New Territory for Dry Farming
Opportunities for Agricultural Labour
Opportunities in British Columbia
Opportunities in Manitoba
Opportunities in New Brunswick
Opportunities in Nova Scotia
Opportunities in Ontario
Opportunities in Quebec
Opportunities in Prince Edward Island
Opportunities in the West
Poultry Farming
Prosperous Settlers' Letters
Ranching in Western Canada
"Ready-Made" Farms
Sheep-raising in Nova Scotia
Stock-Breeding
Teachers, Opportunities for
Vegetable Growing
Wheat Growing in Canada, Profits of
Working Men's Homes in Canada

OPPORTUNITIES FOR YOUNG ENGLISHMEN.

Banking as a Profession
Business Careers in Canada
Careers for Young Men of Education
Careers on the Canadian Railways
Professional Openings for Young Englishmen

OPPORTUNITIES FOR WOMEN.

Colonization of Educated Women
Domestic Servants
Emigration for Middle-class Women
Housekeeping in the West
Lady Help's Experiences, A
Teachers, Opportunities for
Woman's Life in the North
Women's Work in the West
Working Conditions for Women
Opportunities in Western Towns (*From our own Lady Correspondent*)

Child Immigration

SOME PHASES OF CANADIAN LIFE.

After the Harvest
"Bank" Fishermen, With the
Birth of a City
Boy Scouts
"Broncho Busting"
Canadian Child Life
Christmas in French Canada
Christmas in Montreal
Christmas on the Prairies
Christmas on a Ranch
Climate of Canada
Conservation Commission
Forest Rangers
French-Canadian Families
French-Canadian Home Life
Freighting in Canada
Fruit Picking and Packing
Gathering and Branding Cattle
Geological Survey
Gold Prospecting
Grading and Shipping Wheat
Habitants' Christmas Legends
Harvest Time in the West
How a Log Hut is Built
Indian, The New
Life of a Mounted Policeman
Log Driving
Lumbering in Winter
Maple Sugar Making
Prairie Life
Railroading on the Prairies
Railway Construction Work
"Roughing It" in Canada
Sunday in a Lumber Camp
Surveying
Threshing in Canada
Trapping in Canada
Winter Work in Canada

SPORT IN CANADA.

Big Game in Canada
Big Game Hunting (Lor Hawke Interviewed)
Big Game in B.C.
Covert Shooting in B.C.
Deer Hunting in Ontario
Hunting and Fishing in New Brunswick
Hunting and Fishing in Newfoundland
Moose Hunting
Wapiti Shooting in Manitoba
Whale, Bear, and Walrus Hunting

Blue Grouse Shooting in B.C.
Duck Shooting in B.C.
Duck Shooting on the Prairies
Prairie-Chicken Shooting
Wing Shooting

Fly Fishing in British Columbia
Fly Fishing in Quebec
Newfoundland's Attractions for the Angler
Salmon Fishing in British Columbia
Trout Fishing in Alberta and Nova Scotia
Trout Fishing in Ontario
With a Rod in the Rockies

Alpine Club
Camping
Canadian Women and Sport
Caribou Hunting with Camera
Christmas Sports in Canada
Golf in Canada
Horse Racing in Canada
Ice Hockey
Lacrosse
Lawn Bowling
Montreal Hunt Club
Polo, English Players in Canada
Rugby Football in Canada
Swimming in Canada
Winter Pastimes in Canada
Yachting in Toronto Bay

EDUCATION, UNIVERSITIES, SCHOOLS, &c.

Agricultural Education
Canadian Rhodes Scholars at Oxford
Educating British Public Schoolboys
Emigrants' Schools in Canada
Experimental Farms
Interchange of Students
McGill University
Macdonald College, Ste. Anne de Bellevue
Ontario Agricultural College, Guelph
Public Schools in Canada
Queen's University, Kingston
Physical Training in Western Schools
Ridley College, St. Catharines.
Rittenhouse School
Royal Military College
St. Andrew's College
Teachers, Opportunities for
Trinity College
Upper Canada College

HOLIDAY TOURS IN CANADA

Campbell River
Coasting Trip in B.C.
Cowichan River
Holiday Resorts
Mr. Just's Tour
Kawartha Lakes
Land of "Evangeline"
Muskoka
Temagami
The Gulf of Georgia
The Lake of Bays District
The Laurentians
Wonders of Nature

EXPLORATION, &c.

In Northern Prairies
In Northern Rockies
In Quebec
In Saskatchewan
Mount Robson, Ascent o.
Twelve Hundred Miles by Canoe

HARBOURS, CANALS, &c.

All Red Route
Georgian Bay Canal
Montreal Harbour, Development of
St. Lawrence Waterway Improvements

THE LUXURIES OF MODERN TRAVEL.



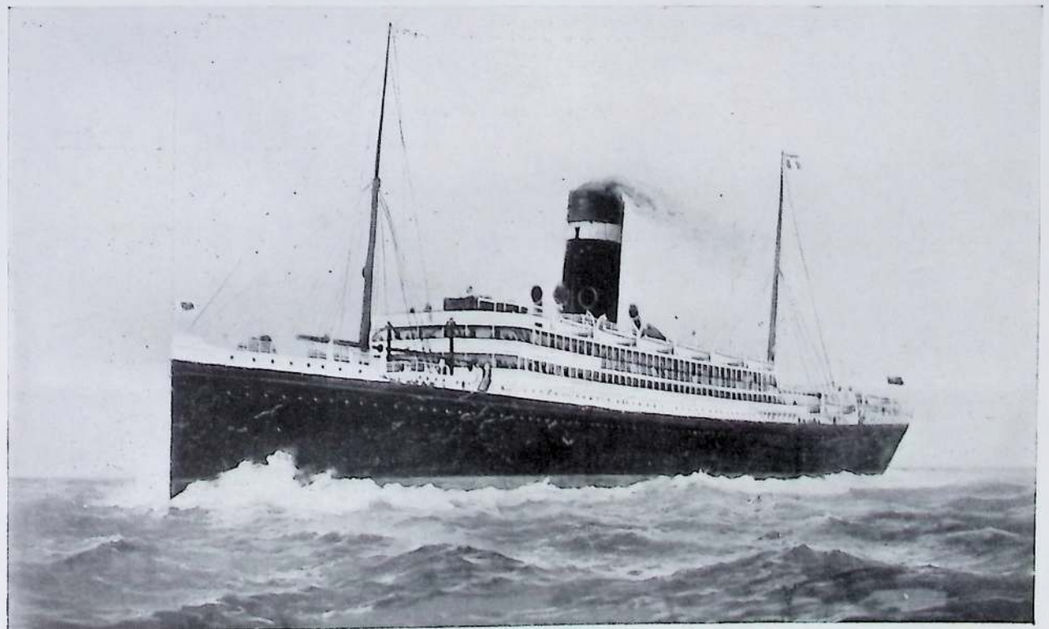
SPORT ON THE VOYAGE OUT: "SHOVEL BOARD."



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AT RIVERS: A DIVISIONAL POINT ON THE WINNIPEG-EDMONTON LINE OF THE G.T.P., OPENED LAST YEAR.



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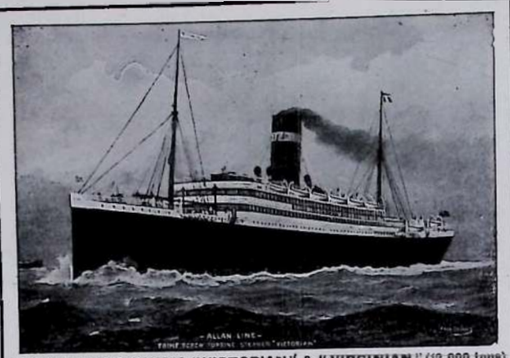
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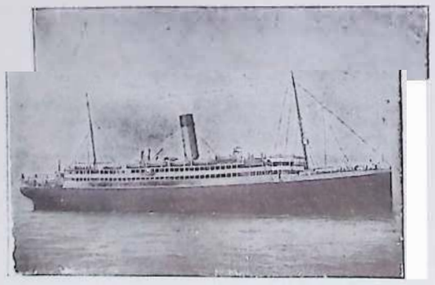
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West India House, BRISTOL; 30, James Street, LIVERPOOL.

HOW TO GET TO CANADA :Steamers and Routes.

Below is given all the essential information, including the cost, required by emigrants and tourists planning to go to Canada. The information has been supplied specially by the steamship companies for this publication.

THE ALLAN LINE.

THE Allan Royal Mail Steamship Company, which carries the mails, operates a weekly direct service from Liverpool to Quebec and Montreal, between April and November, and to Halifax and St. John during the winter months, sailing from Liverpool on Thursday or Friday afternoons. It also maintains a regular service from the Surrey Commercial Docks, London, calling at Havre, and from Glasgow, via Londonderry (Moville), to the same ports. The steamers from Liverpool all carry first, second, and third-class passengers, but most of those sailing from London and Glasgow carry only two classes of passengers, designated cabin and third-class. The lowest rate of third-class passage by the mail steamers is £6 5s., second-class £10, and first-class £16. The lowest third-class rate by other steamers varies from £5 15s., by those sailing from London, to £6 by those sailing from Liverpool or Glasgow. The second-class, or cabin rate, varies from £8 10s., in the vessels sailing from London or Glasgow, to £9 10s. in those, other than mail steamships, sailing from Liverpool, and the first-class minimum rate in other steamships is £12 in the winter months, and £13 10s. in the summer months. The higher rates are charged according to the nature of the accommodation provided and the type of steamship selected. All third-class passengers are landed at Quebec in the summer months, and at Halifax or St. John in the winter months, and proceed to their destinations by railway. Through tickets are issued, available from any railway station in the United Kingdom to any railway station in Canada. The Allan Line also operates a fortnightly mail service from Liverpool to Newfoundland (St. John's). Minimum fare: Saloon, £11; second-class, £8 10s.; third-class, £5 10s. Children under ten first-class half fare, and under twelve half fare second and third-class. Infants under twelve months, £2; saloon, £1 10s., second-class, and 10s. third-class. Offices: 14, Cockspur Street, Charing Cross, London, S.W.; 103, Leadenhall Street, London, E.C.; 19, James Street, Liverpool; 25, Bothwell Street, Glasgow; 50, Foyle Street, Londonderry; and at Havre.

THE CANADIAN PACIFIC STEAMSHIPS.

The steamships of the Canadian Pacific Railway Company maintain a regular weekly direct service between Liverpool and Quebec or Montreal in the summer months, and Liverpool, Halifax, and St. John in the winter. The *Empress of Ireland* and *Empress of Britain* carry the transatlantic mail for the Dominion Government, in conjunction with the Allan Line, and under subsidy from the British and Dominion Governments the company also operate once every three weeks a mail service from Vancouver and Victoria to Yokohama, Shanghai, and Hong Kong, with the *Empress of Japan*, *Empress of China*, and *Empress of India*. In addition to its direct service from Liverpool, C.P.R. steamships run regularly during the summer months from Bristol to Quebec and Montreal, calling at Antwerp. Calls are also made regularly at Belfast by steamers not carrying mails. The minimum rate of passage by the mail steamers from London to Liverpool in the summer months to Quebec or Montreal are: First-class, £18; second-class, £10 5s.; third-class, £6 5s.; and in the winter months to Halifax or St. John: First-class, £16 10s.; second-class, £10 5s.; and third-class, £6 5s. The steamships, *Lake Manitoba* and *Lake Champlain*, are fitted to carry only two classes of passengers, cabin and third-class, the minimum service rates from London or Liverpool being: Cabin, £9 10s. and upwards, and third-class £6. Children under ten years old are charged £2 in the saloon, and infants under twelve months £2; in the second and third classes children under twelve are charged half fare; infants, £1 10s. second-class; and 10s. third-class. Through tickets are issued via the C.P.R. steamships to any railway station in Canada. The rates of passage, other than the minimum rates quoted above, vary according to the nature of the accommodation purchased and the steamer selected. The fleet of the C.P.R. Company employed in its transatlantic services from Liverpool, Bristol, and Antwerp, includes the following twin-screw steamers:—R.M.S. *Empress of Britain*, *Empress of Ireland*, s.s. *Lake Manitoba*, *Lake Champlain*, *Mount Temple*, *Montreal*, *Montezuma*, *Lake Michigan*, *Milwaukee*, *Mount Royal*, *Montrose*, *Montfort*, *Montcalm*, and *Monmouth*. Offices: 62 to 65, Charing Cross, Trafalgar Square, London, S.W.; 67 and 68, King William Street, London Bridge, E.C.; 24, James Street, Liverpool; 120, St. Vincent Street, Glasgow; 18, St. Augustine's Parade, Bristol; 41, Victoria Street, Belfast; 25, Quai Jordaens, Antwerp.



THE LOUNGE ON AN ALLAN LINER.

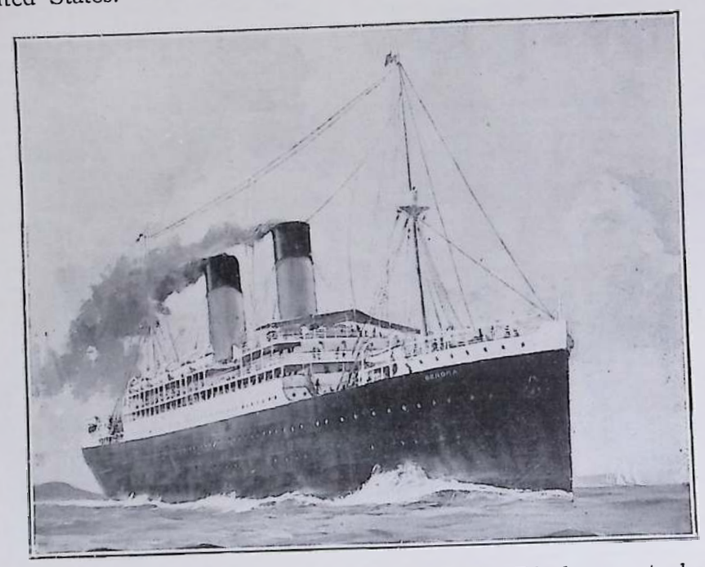
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THOMSON LINE

To and From CANADA and UNITED STATES.

Fast Service of Twin-screw Passenger Steamers from **TYNE** or **SOUTHAMPTON** to **QUEBEC** and **MONTREAL** (summer), **PORTLAND (Maine)** (winter). Fortnightly departures.

Special facilities granted for Cheap Through Tickets from U.K. stations to all points in Canada and United States.



H.P. about 5,100. **T.S.S. "GERONA."** Displacement about 15,000 tons.

This magnificent twin-screw vessel, fitted with all the latest safety devices and conveniences for passengers, was launched in February, 1911 She will have accommodation for nearly 2,000 passengers, and is intended to sail from Montreal on the 10th June as a "SPECIAL CORONATION SHIP," to enable her passengers to arrive in London a few days before the Coronation of His Most Gracious Majesty King George V. As she will be bringing large numbers of Colonial visitors to witness the ceremony, intending passengers are requested to make early application for berths on this vessel.

H.P. 5,000. **T.S.S. "TORTONA."** Displacement 14,285 tons.

This twin-screw steamer is a well-known trader in the St. Lawrence, and is the only vessel licensed by the Italian Government to carry passengers from Italy to Canada. She has the reputation of being the steadiest passenger ship in the trade, and is fitted with wireless, submarine signalling, bilge keels, etc.

FREIGHT.

A regular weekly service of steamers is maintained from and to London, Tyne, Tees, and Quebec and Montreal in the summer, and Portland (Maine) during the winter, carrying cargo on through bills of lading from and to all points in Canada and United States.

The vessels are especially adapted for the conveyance of Fruit, Provisions, and Dairy Produce, being fitted with the latest refrigerating and cool air appliances, and are greatly patronised by the London trade in general.

The attention of Canadian and United States importers is especially drawn to the fact that through rates are quoted from all principa French and Continental ports *via* Southampton. Bordeaux traffic delivered in Montreal or Portland (Maine) within thirteen days.

For full information regarding rates of passage or freight rates apply:—

CAIRNS, NOBLE & CO., 1, Quayside, NEWCASTLE-ON-TYNE.

Agents:—

WM. THOMSON & COMPANY, Ltd.,
44/46, Leadenhall Street, London, E.C.

THOMSON LINE OFFICE, 1, Canute Road, Southampton.

THE ROBERT REFORD COMPANY, Ltd., Montreal, Toronto, Quebec, and Portland (Maine).
E. LIDMAN, General Western Agent, Minneapolis, Min., Chicago, Ill., Winnipeg, Man.

THE WHITE STAR–DOMINION LINE.

In addition to its numerous transatlantic sailings to American ports, the White Star Line now operates a regular direct service between Liverpool, Quebec, and Montreal in the summer months, and Liverpool, Halifax, and Portland in the winter. The vessels employed in this service are the triple-screw s.s. *Laurentic* and the twin-screw s.s. *Megantic*, *Teutonic*, *Canada*, and *Dominion*. The *Laurentic* and *Megantic* carry first, second, and third-class passengers, the minimum through rates from Liverpool or London to Quebec or Montreal being: First-class, £18; second-class, £10 5s.; and third-class, £6 5s. The rates to Halifax and Portland in the winter months are: First-class, £16 10s.; second and third-class, as above. The *Teutonic*, *Canada*, and *Dominion* carry only two classes of passengers, second and third-class, the rate varying from a minimum of £9 to £10 5s. second-class, and in the third-class from £6 to £6 5s., according to steamer. The rates for infants and children are the same as by the other lines. Tickets at through rates are issued from any railway station in the United Kingdom to any railway station in the Dominion. Offices: 30, James Street, Liverpool; 1, Cockspur Street, London, S.W.; 38, Leadenhall Street, London, E.C.; and West India House, Bristol.

THE ROYAL LINE.

Last year the Canadian Northern Railway Company inaugurated a direct fortnightly steamship service from Bristol (Avonmouth) to Quebec and Montreal in the summer months, and to Halifax in the winter. The vessels at present employed are the triple-turbine engined s.s. *Royal Edward* and *Royal George*, which have been making some remarkably fast passages, both eastwards and westwards. The rates of passage from London between May and November, first class, vary from a minimum of £18 to £112 10s. for a cabin de luxe for one person; second class, from £10 5s. to £19 10s.; and third class, one fare of £6 5s. During the period when the vessels make Halifax their Canadian terminal port the minimum rates of passage are £16 10s. first class, £10 5s. second class, and £6 5s. third class. Through tickets are issued to any



THE ROYAL LINE S.S. "ROYAL EDWARD"

railway station in Canada or the United States from any railway station in the United Kingdom or the Continent. Offices: Bond Court House, Walbrook, London, E.C.; Craig Court House, Charing Cross, London, S.W.; 65, Haymarket, London, S.W.; 65, Baldwin Street, Liverpool; Exchange Buildings, Chapel Street, Bristol.

THE THOMSON STEAMSHIP LINE.

Messrs. Cairns, Noble, and Co., of Newcastle-on-Tyne and London, now operate a regular direct line of steamships between British and Canadian ports, sailing from London via Southampton. The vessels employed in the passenger service are the new twin-screw steamship *Gerona* and the *Tortona* and *Cairnrona*. These vessels have been specially constructed for the service, and carry only two classes of passengers, viz., saloon (first class) and third class. In the summer months—May to November—the terminal ports in Canada are Quebec and Montreal, and in the winter Halifax and Portland, Me. Special rates of passage are quoted in both classes, and through tickets are issued to any station in Canada from any station in the United Kingdom. Return passages at reduced rates. Offices: 1, Quayside, Newcastle-on-Tyne; 44-46, Leadenhall Street, London, E.C.; and 1, Canute Road, Southampton.*

MANCHESTER LINERS, LIMITED.

By certain of the Manchester Line steamships a few saloon passengers only are carried from Manchester direct to Quebec and Montreal in the summer months, and to Halifax, N.S., and St. John, N.B., in the winter, at moderate rates. Apply to the Manchester Liners, Ltd., Manchester, or to Messrs. W. W. Jones, Dooly, and Co., Leadenhall Street, London, E.C.

THE DONALDSON LINE.

Messrs. Donaldson Bros., of 58, Bothwell Street, Glasgow, operate a service of steamships from that port direct to Montreal and Quebec, in the summer, and to St. John in the winter months. These vessels carry only two classes of passengers, cabin and third class, and include the *Athenia*, *Cassandra*, and *Saturnia*, another twin-screw steamer of 10,000 tons now being on the stocks for the same service.

* As we go to press the announcement is made that the Cunard Company has acquired the Thomson Line's Canadian Service.

INLAND RAIL FARES IN CONNECTION WITH THROUGH TICKETS.

(To be added to Ocean Steamship Fares.)

	1st Class.	2nd Class.	Colonist.
	£ s. d.	£ s. d.	£ s. d.
Ottawa from Montreal	0 14 0	...	0 10 5
" Quebec	1 13 4	...	1 3 9
" Halifax and St. John	1 19 10	...	1 13 4
Toronto from Montreal	1 15 5	...	1 7 9
" Quebec	1 15 5	...	1 13 7
" Halifax and St. John	1 19 10	...	1 13 7
Winnipeg from Montreal	7 5 10	4 13 4	3 15 0
" Quebec	7 5 10	5 6 8	3 15 0
" St. John	7 5 10	5 16 3	3 15 0
" Halifax	7 5 10	5 16 3	3 19 2
Regina from Montreal	8 19 10	6 0 5	4 10 0
" Quebec	8 19 10	6 13 9	4 10 0
" St. John	8 19 10	7 3 4	4 10 0
" Halifax	8 19 10	7 3 4	4 14 2
Edmonton from Montreal...	12 1 11	8 3 4	5 13 2
" Quebec	12 1 11	8 16 8	5 13 2
" St. John	12 1 11	9 6 3	5 13 2
" Halifax	12 1 11	9 6 3	6 2 4
Victoria from Montreal	15 3 2	13 0 5	8 10 3
" Quebec	15 5 8	13 8 7	8 10 3
" St. John	15 5 8	13 8 7	8 10 3
" Halifax	15 5 8	13 8 7	8 14 5
Quebec from Halifax and St. John	1 11 3	...	1 2 11
Halifax from Montreal	2 14 2	...	1 15 5
" Quebec	2 14 2	...	1 15 5
" Rimouski	1 5 0	...	1 0 10
Fredericton from Halifax	1 5 10	...	0 18 2
" St. John	0 8 4	...	0 5 8
" Quebec	1 18 4	...	1 7 1
" Montreal	1 18 4	...	1 7 1
Charlottetown from Halifax	1 3 2	...	0 18 4
" St. John	1 13 7	...	1 5 3
" Quebec	2 10 6	...	1 15 5
" Montreal	2 18 6	...	2 3 9

GENERAL INFORMATION FOR PASSENGERS.

Saloon and second cabin passengers are allowed 20 cubic feet of baggage free, and third class cubic feet; for all over that quantity a charge of 1s. per cubic foot for saloon, 9d. for second cabin, and 6d. for third class baggage will be made. On the Canadian and American railways the free allowance is 150 lb. per adult, but the Canadian railways make an allowance of 300 lb. of personal effects to colonist class passengers booking to Manitoba, Alberta, Saskatchewan, and British Columbia. Rate for excess is 12 per cent. of the rail fare per 100 lb. Packages exceeding 250 lb. in weight are not carried on Canadian and American passenger trains.

Passengers desiring to forward heavy luggage, not required on the voyage, can send it to the care of the steamship company by which they book to the port of embarkation, for shipment, if despatched not less than four days prior to sailing. It should be distinctly labelled with name of owner and port of landing and inland destination. On heavy baggage forwarded in advance, the railway carriage (if unpaid) and cost of shipment will be charged to passengers. Passengers having only ordinary personal luggage within the limit of free allowance permitted by the British railway companies are recommended to take their baggage with them. Bicycles will be charged 10s. ocean freight, and must be crated. The baggage taken by third class passengers, whether in excess of 10 cubic feet or not, shall be deemed to be of value not exceeding £5 unless the value in excess of that sum be declared and paid for. Insurance upon baggage against ordinary sea risk can be effected at a low rate. Jewellery, trinkets, watches, articles of silver or gold, and similar property must be separately specified and separately valued. Full particulars will be furnished at the head office or the principal agencies.

Dogs, £2 each, are carried only by special arrangements and when accompanied by the passenger. Cats in baskets, 5s. each. Birds: Parrots in cage, 5s. each; canaries, one or two in cage, free by written permission. All carried at owner's risk.

Boxes, etc., required for use on the voyage must not exceed fourteen inches in height.

The Canadian and United States Governments have in force very stringent laws prohibiting the landing in Canada or the United States of all those who are mentally or physically deficient, or who have been convicted of any crime, or who from any cause are likely to become a public charge. All passengers before booking require to fill up a form of declaration in regard to health, etc., and they are booked subject to the examination by the British Board of Trade medical officer and of the company's surgeon at the port of embarkation, and in the case of the rejection of passengers by either of the above officials, in consequence of ill-health or for any other reason, no claim will lie against the company. If, in spite of the precautions taken, a passenger be not allowed by the authorities to land at destination, or, having landed, be deported by the authorities, there shall, similarly, be no claim against the company, and the return of such passengers shall be at their own expense and risk, and without their having any right of compensation. All passengers, other than agriculturists and female domestic servants who are assured of employment, must have in their possession at the port of landing, cash to the equivalent of at least $25 (£5)—in winter, $50 (£10)—in addition to their inland rail tickets. (See page 45.)

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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KENNETH DURWARD,

THE PREMIER HOUSE FOR

TRAVELLING, COUNTRY, SPORTING, MOTOR, AND GOLFING GARMENTS.



THE "AINTREE" CONDUIT COAT.
An extremely smart and useful Coat, adapted for all purposes. Made in Cheviots, etc., of unique designs unobtainable elsewhere.

Awarded 13 Grands Prix and Gold Medals at various Exhibitions, 1910.

Unrivalled Selection of **EXCLUSIVE MATERIALS** unobtainable elsewhere.

LADIES' RAIN COATS from **3 Guineas.**

COUNTRY and SPORTING COSTUMES from **5 Guineas.**



THE D.B. "AINTREE" CONDUIT COAT.
Specially designed for travelling, steamer, or railway wear.

A large Selection of **OVERCOATS** in all sizes, colours, and textures kept ready for **IMMEDIATE WEAR** or to order, from **3 Guineas.**

AGENTS for the "DURWARD" COATS wanted in all towns in Canada where not already represented.

NEW SUITINGS for GENTLEMEN'S TOWN, COUNTRY, and SPORTING WEAR, from **4 Guineas.**



THE LADIES' "AINTREE" CONDUIT COAT.
Suitable for all purposes. Made in Cheviots. Homespuns, etc., of unique designs.

ULSTER HOUSE, CONDUIT STREET, LONDON, W.

The Western Union Telegraph Company.

Executive Offices: 195, BROADWAY, NEW YORK.

THEO. N. VAIL, President. BELVIDERE BROOKS, General Manager.

THE LARGEST TELEGRAPH SYSTEM IN EXISTENCE.
25,000 OFFICES. 1,400,000 MILES OF WIRE.
Covering the whole North American Continent.

EXCLUSIVE CONNECTION WITH THE GREAT NORTH WESTERN TELEGRAPH COMPANY OF CANADA

Atlantic Cables direct between Great Britain, Canada, and New York.
Direct Wires and Cables to Havana, Cuba, for all points in the West Indies.
Direct Wires and Cables to Holland and Belgium.

Receiving Offices:

LONDON—
INDEMNITY HOUSE, 1, OLD BROAD STREET.
21, ROYAL EXCHANGE, E.C.
34, VICTORIA STREET, S.W.
5, ROYAL OPERA ARCADE, PALL MALL, S.W.
And other Branches.

LIVERPOOL, GLASGOW, BRISTOL, MANCHESTER, BRADFORD, NEWCASTLE, EDINBURGH, LEITH, DUNDEE, and PARIS.

General Offices:
33, BROAD STREET HOUSE, NEW BROAD STREET, LONDON, E.C.

Continental Agencies:
NAPLES, ANTWERP, ZURICH, MADRID, VIENNA, AMSTERDAM, CHRISTIANIA, &c., &c.

PROMPT, EFFICIENT, POPULAR SERVICE.

SHIPPING AND SHIPBUILDING: THE TRANSATLANTIC SERVICE.

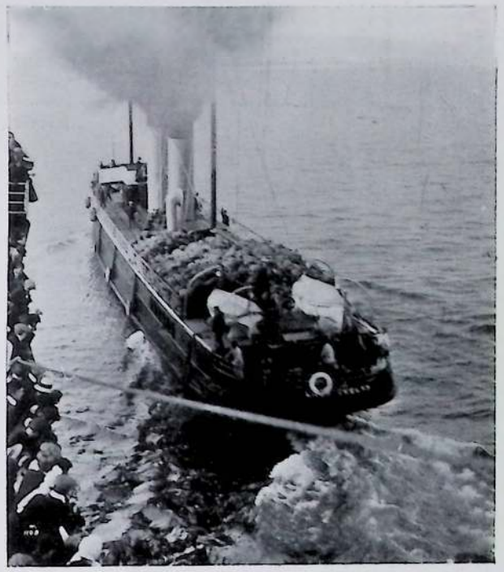
THE last Blue Book issued by the Department of Marine at Ottawa showed that the total number of vessels registered in the Dominion was 7,768, of 718,535 tons. Of these, 3,299 were steamships, with a gross tonnage of 513,962. Since these figures were published the tonnage registered in Canada has been considerably increased by the addition of the new Grand Trunk steamships, built last year by Messrs. Swan, Hunter, and Wigham Richardson, at Wallsend-on-Tyne, to inaugurate the Pacific coast service of the company operating from the port of Prince Rupert, the western terminal of the new transcontinental railway. Other important additions to the Canadian steamship register were the steamships acquired by the Canadian Northern Railway to inaugurate its "Royal" transatlantic steamship service. Within the last twelve months several steamships of varying dimensions have also been built in British yards for Canadian owners, to operate on the great inland lakes and in the coasting trade, which have still further swelled the tonnage registered in Canadian ports.

That the time is approaching when the shipbuilding industry of Canada will resume the prestige which attached to it during the period when the fast wooden clipper sailing ship was the greyhound of the sea, is proved by the fact that recently two steel steamships of over 5,000 tons gross register have been constructed by the Collingwood Shipbuilding Company at their yards on the Georgian Bay of Lake Superior, Canadian material as well as Canadian labour having played a large part in their construction. In several of the ports of Nova Scotia and New Brunswick, on the Pacific coast, and in the yards at Toronto and other points on the Great Lakes, a number of smaller vessels have been completed recently or are under construction. At the Dominion Government Shipyard at Sorel, on the River St. Lawrence, between Quebec and Montreal, a number of vessels employed in the Light and Buoy and Fisheries Protection Service of the Dominion are now built, and elaborate additions have been made to the shipbuilding and engineering plant with a view to developing the usefulness of this dockyard. At the present time the Dominion Government is in negotiation with several of the large British shipbuilding firms with a view to the establishment of plant and machinery on such a scale as will enable the vessels henceforward to be added to the Canadian navy to be constructed in Canadian ports on both the Atlantic and Pacific coasts of the Dominion. Arrangements are also being made by which graving docks capable of receiving the largest type of mail steamship and man-of-war will be constructed under subsidy from the Dominion Government. The only large docks now in existence are those at Halifax, N.S., Levis, Que., and Esquimalt, B.C., which, though of exceptional dimensions, are not capable of taking in many of the merchant ships and naval vessels which now visit Canadian waters.

THE TRANSATLANTIC MAIL SERVICE.

As regards the mail service between British and Canadian ports, the contract for the conveyance of the direct weekly mail to and from Liverpool and Halifax in the winter months, and Liverpool and Quebec, via Rimouski, in the summer months, is held by the Allan Steamship Company, and operated by their steamships *Victorian*, *Virginian*, *Tunisian*, *Corsican*, *Grampian*, and *Hesperian*, in conjunction with the *Empress of Britain*, and *Empress of Ireland*, owned by the Canadian Pacific Steamship Company. The amount of the subsidy varies from £1,000 per round voyage performed at the rate of 15 knots per hour on the shortest route, to a maximum of £3,000 per round voyage performed at the rate of 18 knots per hour. A revision of the terms of this contract, which expires on May 1, 1912, is now under consideration by the Dominion Government, and it is understood that either a system of payment by poundage according to the speed of the vessel will be adhered to, or in the event of a subsidy being given to a particular line, much faster vessels will be called for. In view of the expected revision of the contract, the Allan Company has already obtained tenders for two 22-knot steamships of over 20,000 tons gross register.

In addition to the annual subsidy paid for this mail service, the Dominion Government has been paying a poundage rate upon mail matter carried by certain steamers of the White Star Dominion line, and by those of the Canadian Northern Steamship Company's new Royal Line. The British Government has also paid a poundage rate upon mail matter carried by such steamships and specially addressed to go by them, but does not contribute towards the annual subsidy paid to the Allan Line for the all-the-year-round weekly direct service. Mails are, however, sent by the General Post Office to Canada via New York by the steamships of the Cunard Company, which leave Liverpool, via Queenstown, every Saturday, and by those of the White Star Company leaving Southampton, via Queenstown, every Wednesday. When the fast steamships of the North German Lloyd Company are in commission, the British Post Office also sends specially addressed letters by them, via New York, to Canada. In addition to the mails for the United Kingdom sent from Canada by subsidised vessels, the Dominion Post Office also makes



DISEMBARKINGMAILS AT RIMOUSKI.

up mails which are sent via New York by the fastest vessels sailing from thence.

As regards the transpacific mail service, the British Government now pays £20,000, and the Dominion Government £25,000, per annum to the Canadian Pacific Steamship Company for the service between Vancouver and Hong Kong, via Yokohama, performed by its steamships *Empress of India*, *Empress of China*, and *Empress of Japan*, sailing once in every three weeks from each terminal port. The contract calls for the mails to be conveyed from Liverpool to Hong Kong within 818 hours via Quebec, or 855 hours via St. John. In January this year the Dominion Government entered into a revised contract with the Union Steamship Company of New Zealand which provides for a five years' service, with sailings every four weeks. The Canadian Government is to contribute £57,000 and New Zealand £22,000 per annum.

The terms of the contract for a renewal of the service between

FURNESS LINES.

Between HALIFAX and { *LONDON.* *LIVERPOOL.* / *HAVRE.* *ST. JOHN'S, NFLD.*

AGENCIES

FURNESS, WITHY & CO., Ltd., London. ALLAN BROS. & CO., Ltd., Liverpool.
C. BROWN CORBLETT, Havre. J. & W. PITTS, St. John's, N.F.

Regular Sailings. Accommodation for limited number First-Class Passengers. London Steamers call St. John, N.B.

For further particulars apply to:—

CANADA—FURNESS, WITHY & CO., Halifax, N.S., and Montreal, Que.; WM. THOMSON & CO., St John, N.B.; and J. & W. PITTS, St. John's, N.F.

U.K.—FURNESS, WITHY & CO., Ltd., West Hartlepool, London, Newcastle-on-Tyne, Cardiff.

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A CLUB-HOUSE AT ST. CATHARINES (ONTARIO), THE CANADIAN "HENLEY."

FAVOURITE HOLIDAY RESORTS IN EASTERN CANADA.

"CANADA" ANNUAL, 1911.



Photo by] ON LAKE ST. LOUIS, NEAR MONTREAL. [*G. S. Waterhouse.*



MOONLIGHT ON GOLDEN LAKE, A POPULAR ONTARIO RESORT.

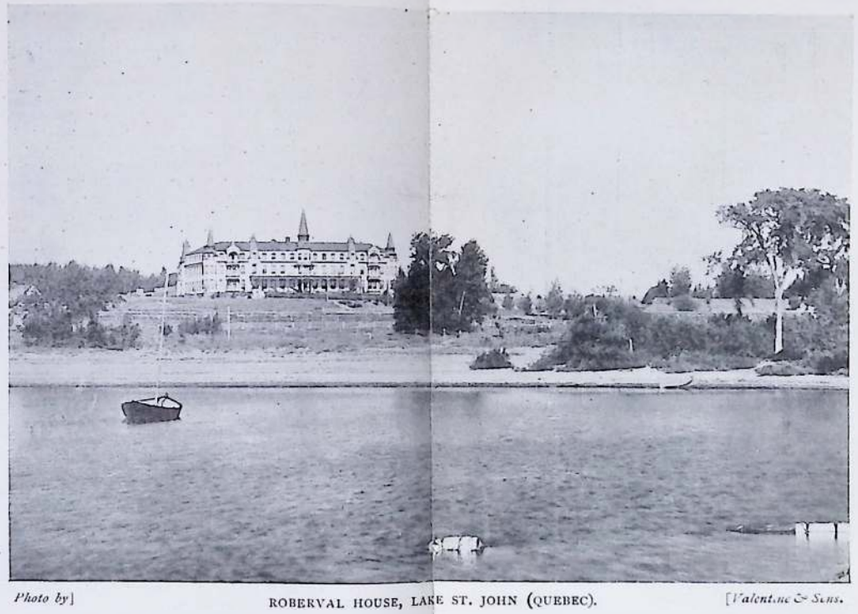


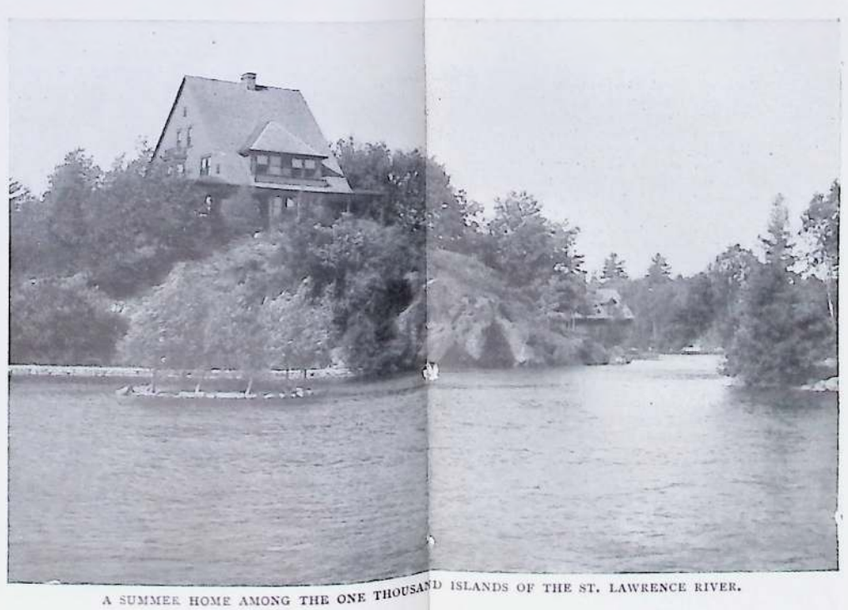
Photo by] ROBERVAL HOUSE, LAKE ST. JOHN (QUEBEC). [*Valentine & Sons.*



THE BOATHOUSE OF THE HIGHLAND INN, ALGONQUIN PARK (ONTARIO).



ST. ANDREWS, A FASHIONABLE RESORT IN NEW BRUNSWICK.



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£100 A YEAR FOR LIFE FOR YOUR CHILD OR YOURSELF. WIFE

£100 a Year for your Wife should she survive you can be secured, guaranteed by over £7,000,000 for an annual payment of about £21, other amounts pro rata.

For a slightly larger payment you can combine an annuity for your own old age or for your children's education, or both. This rate is for age 25. Other ages in proportion. Send an enquiry now giving age of self and wife or other person to be benefited, to—

SUN LIFE OF CANADA,
Norfolk Street, Strand, London, W.C.

NATIONAL TRUST Co., Ltd.,
HEAD OFFICE—18-22, King St. E., TORONTO, CANADA.
CAPITAL PAID UP—£205,479. RESERVE—£154,110.
Total Assets Under Administration—£5,450,000.

Acts as { Executor and Trustee under Will. / General Financial Agent. / Agent for the Management of Real Estate.

Agents in Great Britain:—MESSRS. THOMSON, DICKSON & SHAW, W.S., EDINBURGH.
Branch Offices—Montreal, Que., Winnipeg, Man., Edmonton, Alta., Saskatoon, Sask., Regina, Sask.

Australian and Canadian ports are under consideration at the time of writing.

In addition to the mail subsidies alluded to, the Dominion Government has also contracted with other steamship companies in order to ensure regular direct trade intercourse to and from Canadian ports. These include the Allan Steamship Company for a service with Havre, the Elder Dempster Company for a service from Eastern Canadian ports to Central American and Mexican ports, and also to South Africa. The C.P.R., Furness, Withy and Co., the Manchester Liners, Ltd., the Donaldson Line, the Thomson Line, and the Head Line, also receive subsidies of varying amounts in order to secure regular service between certain ports in the United Kingdom on vessels supplied with cold storage or other special facilities.

Among other British steamship lines operating to Canadian ports and not mentioned above is the Blue Funnel Holt Line, which operates a line from Liverpool to Vancouver, via the Suez Canal and Asiatic ports. Between Vancouver and Victoria and the Central American ports on the Pacific coast a service is operated by the Canadian Mexican Pacific Steamship Company, which connects with the Tehuantepec National Railway running from Salina Cruz, on the Pacific Ocean, to Puerto, Mexico, on the Atlantic Ocean. Through shipments to British Columbian ports are now made from the United Kingdom and Eastern Canada by this route.

CANADA'S PIONEER STEAMSHIP LINE.

The History of the Allans.

When Jacques Cartier sailed the waters of the St. Lawrence about four hundred years ago he little thought his cockle-shell craft was destined to pioneer the magnificent mercantile leviathans that plough its waters to-day. Nor yet did Captain Alexander Allan, on his first voyage from Glasgow to Quebec in 1819, in quest of a cargo for his little brig *Jean*, imagine he was to be the founder of one of the front-rank steamship lines a century later. No story of Canada is complete without a fitting reference to the pioneer line whose development has been coincident with and representative of the rise of Canada.

The success of his voyage decided the far-seeing mariner to establish himself in the trade, and this he did in good earnest. In a few years Captain Allan had a fleet of five vessels running between the Old Country and the new, and as the shipping industry developed and iron became a factor in construction, this fleet of wooden ships was augmented by iron clippers, whose reputation for sea-going qualities was known to all admirers of smart craft. Thus the little wooden brig of 290 tons gave way to the iron ships of 1,000 tons, which, owing to the progress of steam for purposes of propulsion, gave way to the early iron paddle-steamers, to be followed later by the present-day steel triple-screw turbine liners of 12,000 tons, whose luxurious appointments and lavish accommodation represent in a wonderful degree the almost unthinkable strides made in the science of naval architecture and the business of ocean travel.

The Allans were the pioneers of steam communication with Canada, for as far back as nearly sixty years ago they built the *Canadian*, immediately followed by the *Indian*, *North American*, and *Anglo-Saxon*, with which steamers they conducted the first ocean mail contract entered into by the Canadian Government. A fortnightly mail service was maintained between Liverpool and Quebec in summer and Liverpool and Portland in the winter months until 1876, when the Intercolonial Railway connecting Halifax was completed, whereupon this latter place superseded Portland as the winter port for the Canadian mails. In 1862 the Allans established a Glasgow-Montreal service, and ten years later this was made a permanent weekly sailing. Other regular services maintained by the line are those from London and Havre; a River Plate trade is also run, established many years ago. The United States ports served by the Allan Line are Portland, Philadelphia, and Boston.

The original founder could never have realised the extent to which his small beginnings would grow. Fortunately, Captain Alexander Allan lived many years to direct the fortunes of the line. He was ably assisted by his sons Hugh, James Bryce, Andrew, and Alexander. Mr. Hugh Allan was knighted by Queen Victoria for his services to Canadian commerce in 1871. Sir Hugh had established himself in Canada in 1826, and was joined by his brother Andrew some years later. Under the style of H. and A. Allan, the affairs of the line were, and are to this day, conducted on the Canadian side. On the British side, Messrs. James and Alexander Allan controlled at Glasgow upon the death of their father, and Mr. Bryce Allan took charge at Liverpool. On the death of the latter his two nephews, Robert and James Allan, succeeded to the Liverpool charge. Sir Montagu Allan, son of Sir Hugh, was knighted by King Edward for conspicuous services in the development of commerce. He is recognised as one of the foremost commercial men in the Dominion to-day, and is Vice-Chairman of the Allan Line. Mr. Bryce Allan, Sir Montagu's brother, is also a Director, and controls at Boston. Mr. Hugh Allan is Chairman. The intensely keen interest he takes in everything connected with the undertaking is remarkable, and constitutes him one of the most energetic shipping magnates of to-day. The other Directors are Mr. Andrew Allan at Montreal, Colonel Smith Park at Glasgow, and Major Maitland Kersey, D.S.O., 14, Cockspur Street, London.

It is evidently the determination of the Allans to continue the lead, and splendidly maintain the traditions of the Line. Plans of huge liners of 23,000 tons and 22 knots sea speed are under construction at the moment, and the order is expected to be given for two or more ships for the trade.

CANADA'S RAILWAYS: A Record of Progress.

ADDRESSING the members of the Ontario Club at Toronto in March, 1910, the Hon. G. P. Graham, Dominion Minister of Railways and Canals, maintained that more courage had been shown in Canada in improving transportation than had been shown in any other country under the sun. "The sum of seven hundred and fifty million dollars," proceeded Mr. Graham, "is the total amount of aid, Federal, Provincial, municipal, in cash and land, and guarantees on bonds, given to the railways in Canada. This was apportioned thus:—Federal aid, $135,549,988; Provincial, $35,588,526; municipalities, $17,824,823. Federal and Provincial Governments have 2,039 miles of railway, at a cost of $111,545,905. If to this the total aid in cash to the Transcontinental were added, it would probably be $425,510,239. In addition to that, the Dominion and Provincial Governments have given in land 55,116,007 acres and $100,000,000 in guarantees. Canals represent a total of $100,000,000. Canada has given railways a total of no less than $750,000,000, or $100 for every man, woman, and child in the country. In private capital there is a billion and a half dollars in money in railways. As a result, Canada occupies the position to-day of owning per head of population a greater railway mileage than any other country. That proves that in proportion to our population we have done more than any other country in the world. During the past decade the railway mileage in Canada has increased about 37 per cent. Ten years ago we had 17,000 miles, and to-day we have 24,500 miles of railway. The work is still going on, and the Government cannot cease to give aid where railways are needed. I want to say on behalf of the railways of Canada that, after travelling over the railways of Germany, Holland, France, Ireland, and England, I came back to this country believing that for the money we pay the people of Canada get as good a service as any country in the world."



SIR T. SHAUGHNESSY,
President of the Canadian Pacific Railway.



MR C. M. HAYS,
President of the Grand Trunk Railway System.



SIR W. MACKENZIE,
President of the Canadian Northern Railway.

A RECORD YEAR.

The annual report of the Dominion Department of Railways and Canals for the year ended June 30, 1910, showed that the period dealt with had established significant records in railway development and operation in Canada. The railway mileage of the Dominion had increased from 24,104 in 1909 to 24,731 in 1910, an addition of 627 miles. Of this increase, 519 miles were in the four Western Provinces. These figures did not include any mileage of the Grand Trunk Pacific, which was officially regarded as "under construction," although over 1,000 miles were in actual operation during 1910. It was estimated that 4,500 miles of railway were under construction at the date in question. During the year seventy-nine miles of second track and 344 miles of yard track and sidings were made available. During the past four years there had been an increase of 2,279 miles of main-line track, 476 miles of second track, and 1,063 miles of yard track, a total of 3,818 miles.

During the year 1910, $101,816,271 was added to capital liability of the railroads, bringing the total up to $1,410,297,687, of which $687,557,387 was represented in stocks and $722,740,300 in bonds. The actual outstanding liability at the end of the year, after eliminating duplication, was equal to $52,361 per mile of line. Cash subsidies during the year amounted to $1,789,723, bringing up the total to $146,932,180 by the Dominion, $35,837,040 by the Provinces, and $17,983,823 by municipalities. In addition, 55,292,321 acres of land had been granted, of which 32,040,378 were alienated by the Dominion. Guarantees to June 30 amounted to $127,336,357. The public service of Canadian railways was represented in the carrying of 35,894,575 passengers and 74,482,866 tons of freight, an increase over 1909 of 3,211,267 passengers and 7,640,608 tons of freight. The average number of passengers per train was 59 and the average passenger journey 69 miles. The average freight train consisted of 311 tons and the average haul was 211 miles. The average passenger journey and average freight haul in Canada were thus, it was remarked, the longest in the world.

The gross earnings for the year 1910, the report continued, were $173,956,217, a gain of $28,899,881 over 1909, or 19.9 per cent. Operating expenses amounted to $120,405,440, an increase of $15,805,356. Net earnings were $53,550,777, or 32.3 per cent. better than for the preceding year. The gross earnings were equal to $7,034 per mile, and the net earnings $2,166. Of the aggregate earnings $46,018,880 came from passengers and $117,497,604 from freight. An analysis of the operating expenses showed that considerable increases had been made in maintenance of way and equipment, so that the physical condition of the lines had been fully maintained.

During the year under review 110 locomotives, 138 passenger cars, 1,394 freight cars, and 789 cars in companies' service were added, making the following totals:—Locomotives, 4,079; cars in passenger service, 4,320; cars in freight service, 119,713; and cars in companies' service, 8,648.

The 123,768 employees involved a wages and salary bill of $67,167,793, as compared with $63,216,662 in 1909. In addition, 16,709 employees were engaged in outside operations, at a cost of $5,169,923. The wages bill for all railways four years ago amounted to $58,719,493.

As regards accidents, 615 persons were killed in 1910 and 2,139 injured. Of these, 524 were killed and 1,441 injured from the movement of trains. The killed included 60 passengers and 214 employees. One passenger in every 598,245 was killed and one in every 132,943 injured. One trainman in every 199 was killed, and one in every 33 injured. In 1909 there were 56 passengers killed and 281 injured. Accidents at highway crossings during the year resulted in 63 persons being killed and 61 injured.

The mileage of electric railways grew from 999 in 1909 to 1,049 in 1910. The capital liability increased from $91,694,989 to $102,044,979. Gross earnings reached $17,100,789, an improvement of $2,275,853. Net earnings amounted to $5,585,276, after making a deduction of $2,953,759 for taxes, interest on funded debt, etc. The electric railways of Canada carried 360,964,876 passengers in 1910 and 852,294 tons of freight. The employees numbered 11,390, and the wages bill was $6,516,777. Accidents led to the death of 95 persons and injury of 2,538.

RAILWAY PROGRESS IN 1910.

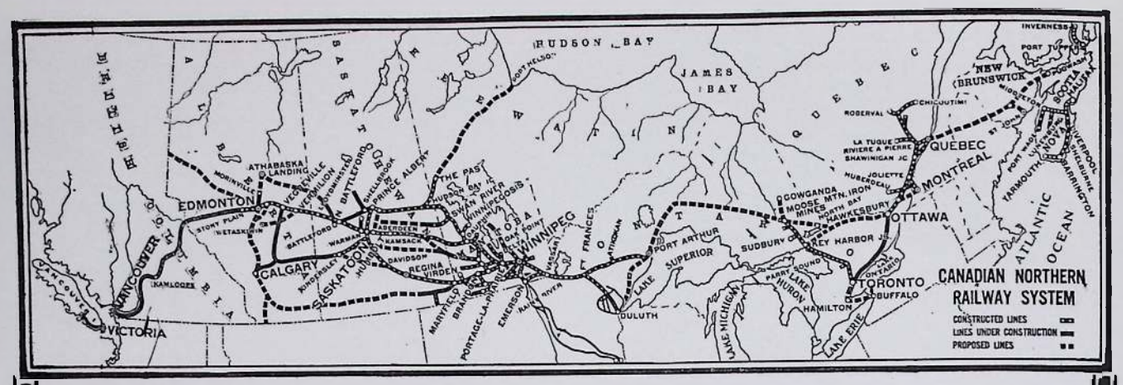
As has been stated, according to the official return there were 24,104 miles of railway in operation in 1909. The end of 1910 saw about 6,000 more miles in various stages of completion. During the year the most important addition to mileage was the completion of that portion of the new transcontinental Grand Trunk Pacific Railway connecting the Lake port of Fort William with Edmonton—a distance of 1,221 miles. The track had also been completed to Wolf Creek, 125 miles west of Edmonton, and partially completed to the Athabaska River, another 100 miles towards the Rocky Mountains; while starting eastwards from the Pacific Coast terminus at Prince Rupert, construction trains were running as far as the Copper River—150 miles—and the steel was advancing to Aldermere, at the western foot of the Rockies. On the portion of the line from Lake Superior Junction to Moncton—1,554 miles—over 500 miles of rails had been laid, but no portion of the line had been opened for traffic other than construction trains. Considerable progress had been made with lines branching from the G.T.P., especially the Calgary, Regina, and Yorkton-Canora branches. Survey parties had been constantly at work locating the route across the Rocky Mountains, through the Yellowhead Pass to Aldermere, and, with the exception of this, the most difficult section of the new transcontinental railway, almost the entire length of the railway—3,553 miles, from Moncton to Prince Rupert—was under contract. The mileage of the lines included in the Grand Trunk system proper was not altered during 1910, the total in operation being 3,522 miles. The completion of new workshops at Stratford and Battle Creek, the commencement of the magnificent Château Laurier Hotel at Ottawa, the construction of a $5,500,000 grain elevator at Fort William, and the erection of workshops and a new Union station at Winnipeg, were other signs of progress.

The mileage of the Canadian Pacific Railway operated had increased from 10,543 at the end of 1909 to 11,003 in the first six months of 1910, and during the latter part of the year most important additions were made in the Maritime Provinces by the absorption of the Dominion Atlantic Railway, and a working arrangement with the New Brunswick Southern Railway. The company was also actively at work in duplicating a large section of its main transcontinental line through the Prairie Provinces, and in reducing the grades of the line at certain points in the Rocky Mountains. Over 500 miles of new branch lines were also under construction in Western Canada. The enlargement of the Windsor Street station and the head offices of the company in Montreal, additions to the company's fine Château Frontenac Hotel in Quebec, and enlargements of and additions to its chain of fine hotels in Western Canada, were features of the year.

The Canadian Northern system started the year with a mileage of 3,013 in operation, increased by June 30 to 3,179, and during the last six months of the year, both in Quebec, in Ontario, and in Western Canada the mileage was added to. Altogether, the C.N.R. had over 3,000 miles under construction at the end of the year, over 500 miles of which construction trains were running. The arrangement concluded with the British Columbia Government, by which the Pacific coast was to be reached at or near Port Mann and lines laid on Vancouver Island, was the most notable event of the year in connection with this important railway, with the exception of the inauguration of its transatlantic steamship service.

The Dominion Government railways, viz., the Intercolonial and the Prince Edward Island Railways, had at the end of the year a total mileage of 1,447, and the principal features in their operation during 1910 were a reduction in working expenditures and other economies.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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— THE —

CANADIAN NORTHERN

RAILWAY SYSTEM

In 1896.....Nothing

In 1911 ...
- **5,000 miles of railway in six Provinces**
- **1,000 additional miles of actual construction**
- **The finest Trans-Atlantic Steamers in the Canadian-British Service**

SUCH, in brief, is the history of the Canadian Northern Railway System, the growth of which is the most characteristic commercial feature in the development of Canada during the last decade—a development which is in itself the most astounding fact in the Twentieth Century history of the British Empire.

Immense new fields of activity have been thrown open to the Manufacturer, Agriculturist, and Business Man, and easy access has been given to new unspoiled territories for the Traveller and Sportsman.

THE RAILWAYS

CANADIAN NORTHERN—operating 3,300 miles in Western Ontario, Manitoba, Saskatchewan and Alberta.
CANADIAN NORTHERN ONTARIO—390 miles in Ontario.
CANADIAN NORTHERN QUEBEC—346 miles in Quebec.
QUEBEC & LAKE ST. JOHN—285 miles in Quebec.
HALIFAX & SOUTH WESTERN—369 miles in Nova Scotia.
INVERNESS—61 miles in Cape Breton.
DULUTH, RAINY LAKE & WINNIPEG RY.—92 miles in Minnesota

INDUSTRIES

There are opportunities for every kind of enterprise along the lines of the Canadian Northern System; Coal in Nova Scotia and Alberta; iron, nickel, copper, silver in Ontario. The greatest water-powers in Canada are adjacent to or within transmissible distance of Canadian Northern Towns.

FARMING

The Canadian Northern traverses the most fertile sections of Western Canada; through the famous Saskatchewan Valley wheat lands and the well-wooded, well-watered Prince Albert and Shellbrook district. The Railway lands—thousands of acres—were selected by experts. The services of the Land Department are free to homesteader and buyer alike.

THE STEAMSHIPS

"ROYAL EDWARD" and "ROYAL GEORGE."
Triple Turbine, 12,000 tons.
Royal Mail Steamships.
Holders of Canadian Trans-Atlantic records—5 days 20 hours from Bristol to Quebec.
Bristol to Halifax—5 days 11½ hours.
Montreal—Quebec and Bristol.
Halifax—Bristol.

OCEAN TRAVEL

The "Atlantic Royals"—"Royal Edward" & "Royal George"—sailing fortnightly between Bristol, Quebec and Montreal during summer, and Halifax to Bristol during winter season, are the best equipped and fastest steamers in the Canadian-British service. Triple-screw turbines; 12,000 tons register; Marconi wireless; thermo-tank ventilation.

SPORT AND TRAVEL

The best of six Provinces is available along Canadian Northern Lines; Lakes, Rivers and forest scenery from Atlantic Coast to the Rockies. Moose, Caribou, Elk, Black Bear, and Deer; Salmon, Trout Ouananiche, Tuna, and Black Bass.

For information regarding business opportunities, Farming, Travel, or Sport in Canada, write to H. W. HARDING, Local Secretary, Canadian Northern Railway, Bond Court, Walbrook, London, E.C.,

OR THE

Information Bureau, Canadian Northern Railway System, Toronto, Ont.

THE CANADIAN NORTHERN RAILWAY SYSTEM.

FOURTEEN years ago the Canadian Northern Railway had its beginning. It was in December of 1896 that the first train to earn revenue for the Lake Manitoba Railway and Canal Company—the nucleus from which has sprung the present Canadian Northern Railway system—left Gladstone, Manitoba, on its 100-mile trip to Dauphin. Dauphin, now a flourishing town of 4,000 inhabitants, was then less than a hamlet. The gross revenue from the 100 miles operated the first year was $60,000, and provided for a surplus after all fixed charges for the year had been met. There were thirteen men and a boy on the staff in 1896, and the pay-roll was $650 per month. Within fourteen years the gross revenue produced by the Canadian Northern and its allied railways has grown from $60,000 to over $18.000,000; and the thirteen men and a boy have increased to 48,400 persons engaged either upon the direct business of the railway or upon creation of traffic for the road.

Never was such a railway system born in such obscurity. Never did such a railway system advance so rapidly into the realm of national achievement; for at this moment the railways of the Canadian Northern System are running in six Provinces, with a mileage which has grown at the rate of a mile a day for fourteen years. The farmers of the Prairie Provinces have over 3,500 miles at their immediate service, and it only needs the completion of the links which are being constructed between Lake Superior and the Ottawa Valley and between Edmonton and the Pacific Coast, to make of the Canadian Northern a transcontinental railway, with branches which assure it an immense and steadily increasing revenue.

The territory between Gladstone and Dauphin—the termini of the road in 1896—is now spanned by one division of the main line of the Canadian Northern proper, which operates between Port Arthur on Lake Superior and Edmonton, Alta., with branch lines tapping the traffic of the most productive portions of the Prairie Provinces.

The three outstanding features marked by a study of this vigorous growth of the Canadian Northern system are: First, the wise location of Canadian Northern lines; second, the construction of them in accordance with the needs of the localities served; and third, a corresponding economy in management.

As to the first, and determining, factor of the railway's remarkable success, it is well to quote here from the company's eighth annual report, published in September, 1910:—"The crop results have proved more conclusively than ever the wisdom of building the railway through diversified territory. It happens this year that Southern Manitoba and the country adjacent to the United States has a crop below the average, but in the Northern districts, where the line has immense territory tributary to it, the crops are, if anything, above the average. The more experienced officers who have been through the country report that the company may expect to carry as much grain from the crop of 1910 as it did from the crop of 1909, the satisfactory conditions of the crop of 1910 being due to the better weather conditions prevailing in the northern half of the wheat-growing country, and there being an increased acreage under cultivation in all sections of the Prairie Provinces reached by the line. It may be taken as established, therefore, that with so vast an extent of producing country as is covered by the line, a general crop failure is practically impossible. For the further development of the resources of the country served by the railway there is needed only a continuance of immigration to meet the demand for labour, which is as great to-day as it has ever been in Canada, and in that connection arrangements have been completed for a more extended campaign in Great Britain, as the Directors most earnestly desire to see the best class of men from home settled along the company's line."

Up to the close of the year 1910 the Canadian Northern had received over 35 per cent. of the total of the grain marketed.

A glance at the map will show that the expansion of the Canadian Northern in the plains is proceeding upon a plan which will eventuate in the completion of five principal lines running east and west, with certain north-westerly deflections, which will make the Canadian



A CANADIAN NORTHERN EXPRESS ON THE PRAIRIE SECTION.

Northern system as serviceable to the Hudson Bay bread-route to Europe as it is to the present route via Lake Superior and the St. Lawrence.

One thousand miles from Lake Superior the Canadian Northern is opening up immense new areas of wheat-growing land as fertile as and more extensive than those which have assured to Manitoba and South Saskatchewan their pre-eminence in the world of wheat. South-west of Saskatoon, between the South and North Saskatchewan Rivers, for example, there are the Saskatchewan Plains, across which the line from Saskatoon to Calgary is being constructed, and will be pushed to completion this year. The first steel was laid into the eastern corner of this region in 1908. From the first seventy-six miles of line in operation there were hauled of the 1909 crop 2,000,000 bushels of wheat to Port Arthur, which is to say 2,000 car-loads were taken over about 1,000 miles of line already constructed. During the early spring of last year as many as forty car-loads of immigrants'



A STEAM SHOVEL AT WORK ON THE CANADIAN NORTHERN SYSTEM.

To The Working Man and The Servant Girl

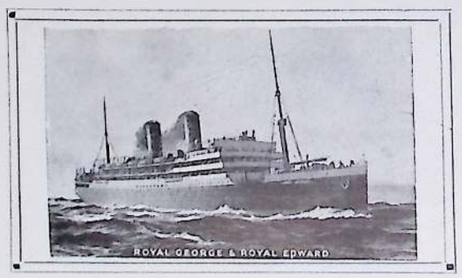
There is a chance waiting for you in Canada—a chance to earn good wages continually and to work for a home of your own. Canada has room and immediate employment for thousands to-day—but they must be willing workers, energetic and eager to succeed. I know of hundreds of situations waiting for the right kind of men and women; situations in service for competent servants at £2 10s. to £4 per month, and good steady all-year-round jobs for working men from 5s. per day up. If you want to succeed and make a home for yourself in a new, free country, let me hear from you to-day. Tell me what kind of work or service you have experience in, and why and when you would like to go to Canada. I can find a place for you; and should you decide to go you will be looked after personally on board the steamer, be met at the Canadian port and personally conducted and directed to your position. But do not write unless you are energetic and eager to succeed—this opportunity is offered to willing workers only.

Thos. Howell

Address your letter to THOS. HOWELL, General Immigration Agent, Canadian Northern Railway System, 21, Charing Cross, London, S.W.; Bond Court House, Walbrook, London, E.C.; 65, Baldwin Street, Bristol; 141, Corporation Street, Birmingham; 56, King Street East, Toronto, Canada.

ROYAL LINE to CANADA

Fastest & Finest Steamers on the Canadian-European Route



THERE has never been at the disposal of the traveller between the Old World and the New the speed and luxury that are afforded by the "Royal George" and "Royal Edward" of the Canadian Northern Steamship Line. Whether you walk the spacious deck, sit in the secluded alcove and watch the rolling waves, or occupy yourself in the public or private apartments, there is a pervading sense of elegant comfort and swift progress always in evidence.

The "Royal Edward" holds the Trans-Atlantic record between Bristol and Quebec of 5 days and 20 hours, and between Bristol and Halifax of 5 days and 12 hours.

SAILINGS FROM BRISTOL.

ROYAL EDWARD, Wednesday, Apl. 5		ROYAL GEORGE, Wednesday, May 17	
ROYAL GEORGE	,, ,, 19	ROYAL EDWARD	,, ,, 31
ROYAL EDWARD	,, May 3	And fortnightly thereafter.	

For full particulars and booklets apply—

Bond Court House, Walbrook, London, E.C.
65, Haymarket, London, S.W.
21, Charing Cross, London, S.W.
65, Baldwin Street, Bristol.

COMPANY'S OFFICES

Exchange Buildings, Liverpool.
141, Corporation Street, Birmingham
125, Hope Street, Glasgow.

CANADIAN NORTHERN

effects were daily being hauled to Kindersley, the first divisional point on the line, which, at a year old, is a town of one thousand inhabitants.

It must not be supposed that the growing of grain provides the only commercial successes in what are broadly described as the Prairie Provinces. East and north-west of Prince Albert there are immense timber limits which furnish the prairie farmer with a considerable proportion of his lumber, and supply annually hundreds of thousands of sleepers to the railways. One mill in Prince Albert sends out fifteen cartloads of lumber a day, and another, about to begin operation at the end of the Crooked Lake Branch, can mill 6,000,000ft. of lumber per month, twelve months in the year.

In the Rainy River Valley, between Winnipeg and Port Arthur, there is an immense lumber business, and on the Lake Superior side of the watershed the Atikokan iron ore deposits are the foundation of a great smelting industry already established at Port Arthur, which in turn will become the basis of all kinds of iron-working enterprises in the West.

Edmonton, the capital city of Alberta, to which the Canadian Northern gave its first railway in 1905, is built on a coal bed, and a branch is being pushed into the Brazeau Coalfields, where there is an inexhaustible supply of the finest fuel. The industrial future of Manitoba, Saskatchewan, and Alberta is, therefore, assured, and the growth of manufacturing in them is already noteworthy.

It is the distinction of the Canadian Northern that it has been produced from within the Prairie Provinces, and that the earning power so developed assures it an easy and imminent access to transcontinental rank. This feature of it undoubtedly had very much to do with the guaranteeing of bonds up to $35,000 per mile by the British Columbia Government to secure the expansion of the Canadian Northern from Alberta to the Pacific Coast—a guarantee which, when submitted to the electors of the Province, resulted in the return of thirty-eight supporters of the McBride Government in a Legislature of forty members. The arrangement on which the election was fought in November, 1909, was translated into an Act in the Session of 1910, which was speedily followed by the commencement of construction eastward from the mouth of the Fraser River at New Westminster; so that, as provided in the Statute, the populated section of British Columbia may receive its first competitive communication with the Prairie Provinces during the year 1914. The Canadian Northern Pacific will ascend the Fraser River cañon as far as the Thompson River, which it will follow to Kamloops, and will thence strike north-westerly through the valley of the North Thompson, and get over the hills to Edmonton by way of the Yellowhead Pass, which has the easiest summit of any pass through the Rocky Mountains. The main line from Edmonton is advancing to meet the British Columbia section by way of Lac St. Anne and the McLeod River. Deflecting from Fort Frances, 200 miles east of Winnipeg, the Canadian Northern has entry to Duluth, the principal United States port on the Great Lakes. The Canadian Northern Pacific will be able to afford connections between Puget Sound and Duluth within a mileage almost identical with that of the Northern Pacific, the pioneer railway across the North-Western States, with the advantage that whereas the Northern Pacific has to climb three summits, the highest nearly 6,000ft., the Canadian Northern Pacific has to climb only one summit of 3,700ft.

All this expansion in the Western Provinces is having its corollary in the growth of railways under Canadian Northern control in Eastern Canada, at present being operated separately. The chief of these is the Canadian Northern Ontario Railway. This line, which is to connect the manufacturing centres of Ontario and Montreal with the West, has a completed mileage of 585 miles, of which 527 miles are in operation from Toronto to Sudbury, the Moose Mountain iron mines at Sellwood, and Gowganda Junction.

The Canadian Northern Ontario traverses the delightful Muskoka Lakes Region, and has built a branch to and docks at Key Harbour on the Georgian Bay, for the shipment of Moose Mountain iron ore, for which there is a growing demand in the United States. It also taps the Sudbury nickel district, and at Gowganda Junction it is nearer the Gowganda silver district than any other railway.

As part of a new linking of Toronto with Hamilton and Buffalo on the west, and Ottawa, Montreal, and Quebec on the east, construction on the new line of the Canadian Northern Ontario Railway between Toronto and Ottawa, which was begun in the autumn of 1909, is being rapidly pushed to completion, and last autumn a start was made on the construction of the line west from Toronto towards Buffalo.

During 1909 Ottawa was connected with Montreal and Quebec by a section of the Canadian Northern Ontario Railway, extending from that city to Hawkesbury on the Quebec side of the Ottawa River, which was already the terminus of the Canadian Northern Quebec Railway.

The Canadian Northern Quebec has 335 miles, and gives to Quebec its shortest route to Ottawa, and a competitive line between Quebec and Montreal north of the St. Lawrence.

The Canadian Northern also controls two railways in the Province of Nova Scotia. The Halifax and South Western skirts the Atlantic shore from Halifax to Yarmouth, and crosses the centre of the peninsula. This railway has branches into the agricultural and lumber districts around Lake Rossignol, and reaches Port Wade on the Bay of Fundy by the western side of the Annapolis Valley. On Cape Breton Island is the Inverness Railway, from Port Hawkesbury to Inverness. The product of the Inverness coal mine is taken to Port Hastings, an ice-free port in the Straits of Canso. The mine, as well as the railway, is a Mackenzie and Mann enterprise, and supports a town of over 2,500 inhabitants.

For eight months in the year the freight business between east and west mainly goes by the Great Lakes. By its control of a fleet of lake steamships, the Canadian Northern is, therefore, able to handle freight from tide-water to Edmonton for about eight months in the year. It is necessary to supplement this by an all-rail route, for which purpose the gap between Gowganda Junction and Port Arthur, roughly 450 miles, must be filled, and eventually a short line to obviate the necessity of hauling freight from Montreal to the west by way of Toronto. This will be accomplished by connecting Ottawa with the Toronto-Sudbury line at or near Key Junction, so as to give rapid connection with Key Harbour. For the Gowganda-Port Arthur gap, the Ontario Government has proffered a land grant of 4,000 acres per mile, and it is anticipated that the completion of this line will synchronise with the completion of the line through British Columbia, which is guaranteed for 1914.

The year 1910 was notable not only for the advent of the Canadian Northern at the Pacific Coast, but for its appearance among Atlantic passenger fleets (see page 149).



ONE OF THE CANADIAN NORTHERN RAILWAY BRIDGES ACROSS THE SASKATCHEWAN.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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BANK OF MONTREAL.

ESTABLISHED 1817.

Capital All Paid-up - - - £2,958,904 Sterling.
Reserve Fund - - - - £2,465,753 Sterling.
Undivided Profits - - - £197,627.

BOARD OF DIRECTORS.

Honorary President:
Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O.
President:
R. B. ANGUS, Esq.
Vice-President:
Sir EDWARD CLOUSTON, Bart.

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DAVID MORRICE, Esq. C. R. HOSMER, Esq. A. BAUMGARTEN, Esq.
H. V. MEREDITH, Esq.

Head Office: MONTREAL.

Sir EDWARD CLOUSTON, Bart., General Manager.

152 BRANCHES AND AGENCIES THROUGHOUT CANADA.

London Office: 47, THREADNEEDLE STREET, E.C.

London Committee:
Rt. Hon. Lord STRATHCONA and MOUNT ROYAL, G.C.M.G., G.C.V.O., THOMAS SKINNER, Esq.
F. WILLIAMS TAYLOR, Manager.

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

Bank Architecture in Canada.

Examples of the Palatial Offices of the Chartered Banks.



THE HEAD OFFICE OF THE CANADIAN BANK OF COMMERCE IN MONTREAL.



THE BANK OF TORONTO'S YONGE STREET BRANCH, TORONTO.



THE UNION BANK BUILDING, WINNIPEG.



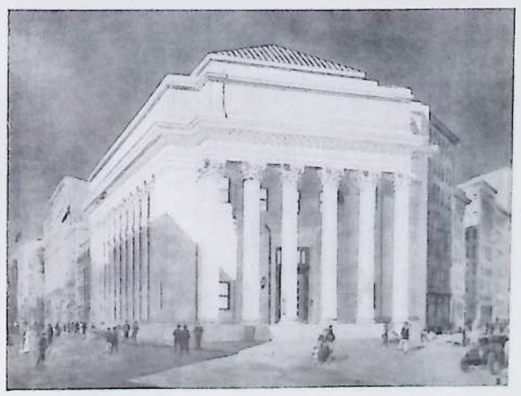
THE BANKING ROOM OF THE BANK OF TORONTO'S BRANCH IN YONGE STREET, TORONTO.



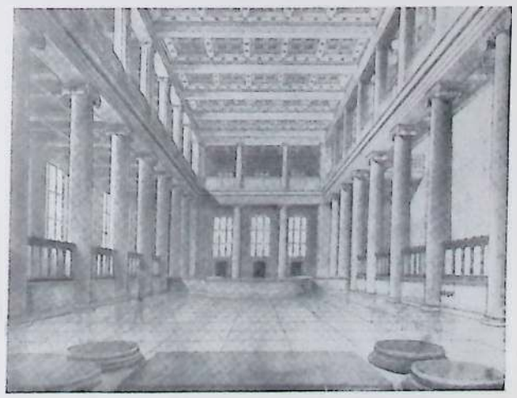
THE MERCHANTS' BANK BUILDING, WINNIPEG.



THE BANKING ROOM OF THE CANADIAN BANK OF COMMERCE HEAD OFFICE, MONTREAL.



THE EXTERIOR OF THE BANK OF MONTREAL'S NEW BUILDING AT WINNIPEG.



THE INTERIOR OF THE BANK OF MONTREAL'S NEW BUILDING AT WINNIPEG.

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THE CANADIAN BANK OF COMMERCE

Established 1867

Head Office: TORONTO

Paid-up Capital
$10,000,000
(£2,054,795)

Reserve Fund
$7,000,000
(£1,438,356)



Head Office: TORONTO

Sir EDMUND WALKER, C.V.O., LL.D., D.C.L.,
President

ALEXANDER LAIRD,
General Manager

BRANCHES OF THE BANK IN CANADA

BRITISH COLUMBIA AND YUKON

Chilliwack	Dawson	Ladysmith	Nanaimo	Penticton	Revelstoke	Stewart
Cranbrook	Fernie	Mission City	Nelson	Prince Rupert	Salmon Arm	Vancouver (5 offices)
Creston	Greenwood	Nakusp	New Westminster	Princeton	South Hill	Victoria (2 offices)
Cumberland	Kamloops					White Horse

WESTERN PROVINCES

Bassano	Delisle	Herbert	Lougheed	New Dayton	Regina	Vegreville
Bawlf	Drinkwater	High River	Macleod	Nokomis	Rivers	Vermilion
Bounty	Durban	Humboldt	Marcelin	North Battleford	Saskatoon	Virden
Brandon	Edmonton	Innisfail	Medicine Hat	Nutana	Shellbrook	Vonda
Broderick	Elbow	Innisfree	Melfort	Olds	Stavely	Wadena
Brooking	Elfros	Kamsack	Melville	Outlook	Stony Plain	Warner
Calgary (3 offices)	Elgin	Kerr Robert	Milestone	Pincher Creek	Strathcona	Watrous
Canora	Elkhorn	Kindersley	Milk River	Ponoka	Strathmore	Watson
Carman	Gilbert Plains	Kitscoty	Monarch	Portage la Prairie	Swan River	Wetaskiwin
Carmangay	Gleichen	Langham	Moose Jaw	Prince Albert	Swift Current	Weyburn
Claresholm	Grandview	Lanigan	Moosomin	Provost	The Pas	Wilcox
Champion	Granum	Lashburn	Morse	Radisson	Transcona	Winnipeg (7 offices)
Crossfield	Hardisty	Lethbridge	Nanton	Red Deer	Treherne	Yellowgrass
Dauphin	Hawarden	Lloydminster	Neepawa		Tugaske	Yorkton

ONTARIO AND QUEBEC

Ayr	Cobalt	Fort Frances	Latchford	Parkhill	St. Catharines	Toronto (13 offices)
Barrie	Collingwood	Fort William	Lindsay	Parry Sound	Sarnia	Walkerton
Belleville	Crediton	Galt	London	Peterboro	Sault Ste. Marie	Walkerville
Berlin	Dresden	Goderich	Montreal (2 offices)	Porcupine	Seaforth	Waterloo
Blenheim	Dundas	Gowganda	Orangeville	Port Arthur	Simcoe	Wiarton
Brantford	Dunnville	Guelph	Ottawa (2 offices)	Port Perry	Stratford	Windsor
Cayuga	Exeter	Hamilton	Paris	Quebec	Strathroy	Wingham
Chatham	Forest	Kingston		Rainy River	Thedford	Woodstock

MARITIME PROVINCES

Alberton	Barrington	Halifax	New Glasgow	St. John	Souris	Sydney
Amherst	Bridgewater	Middleton	Parrsboro	Shelburne	Springhill	Truro
Antigonish	Charlottetown	Montague			Summerside	Windsor

IN THE UNITED STATES

NEW YORK PORTLAND, ORE. SAN FRANCISCO SEATTLE

IN MEXICO

MEXICO, D.F.

IN GREAT BRITAIN

LONDON: 2, LOMBARD STREET, E.C. *H. V. F. JONES, Manager*

Enquiries regarding Canada may be addressed to any of the Branches of The Canadian Bank of Commerce, including the London Office (2, Lombard Street, E.C.), which transacts eve y kind of banking business connected with Canada, the United States and Mexico.

CANADA'S PROGRESS AND OUTLOOK: Sir Edmund Walker's Review.

THE progress of Canada during 1910 and the outlook for 1911 were reviewed by Sir Edmund Walker, President of the Canadian Bank of Commerce, at the annual meeting of that institution.

"Doubtless the feeling most strongly present at the moment regarding business conditions in Canada" (said Sir Edmund) "is that we are enjoying a prosperity as great as we have ever known. Whatever significance the check of 1907 had at the time, or should still have, even the memory of it seems to have passed away, and with larger foreign and home trade, larger bank



THE CANADIAN BANK OF COMMERCE BUILDING AT SASKATOON, SASKATCHEWAN.

clearings, a larger amount of building in cities, a larger amount of railway construction, and larger immigration than in any previous year, it would be strange if we felt otherwise. Our western crops were not to our liking this year, bankers know that a little more expansion may make money scarce, and the pace of real estate speculation has brought on the inevitable temporary exhaustion; but, important as these things are, they have little effect on the situation as a whole. Even the large reduction in the volume of business in the United States is regarded as mainly due to political unrest and as having no direct bearing on our position. That we are experiencing very great prosperity is a matter evident to all, but if we examine in detail the circumstances accompanying this prosperity, there is much that is not satisfactory. Great Britain is a country which can afford to import much more than it exports, because the world owes it annually an enormous sum for interest and other things, for which it must, of course, take payment mainly in merchandise. The United States is a country which should export annually about $500,000,000 more than it imports, in order to pay for interest and for the money drawn from the country by permanent absentees, tourists, emigrants to Canada, etc., and because it cannot afford to increase its debt to foreign countries, having already about 100,000,000 people, and a scarcity in many raw materials. Canada is one of the few countries which is entitled to, and which must, during its period of rapid settlement, import more than it exports. The difference is met, however, by debt obligations, which must some day be paid. Canada is somewhat like a man who, having a rich inheritance in land, borrows to develop it, and, confident of its future value, spends freely for his present gratification, while he does not make effort enough to create the needed present revenue from his property."

Dwelling upon the fact that during the fiscal year 1910 of the Dominion Government the imports and exports both reached record figures, Sir Edmund said:—"It is clear that if we chose we could largely increase our exports. We know that in almost all parts of Canada the majority of farmers produce very much less wealth per acre than would be possible with greater effort and with the necessary labour available. The farmer who has no mortgage or other debts, who finds labour extremely hard to obtain, whose standard of comfort is fixed, and who is no longer young, cannot easily realise that he has any duty to the State which he does not perform, nor can any pressure be brought to bear upon him except by friendly argument and practical illustration. The fact remains, however, that, because the farmers, as a whole, do not produce more, our debts to other countries for national expenditure, made in anticipation of future development, are more burdensome than is necessary."

The clearing-house returns and the building returns, Sir Edmund noted, reflected the great growth in business, and the building permits illustrated forcibly the growth of Canada.

Proceeding to review the situation in the Maritime Provinces, Sir Edmund said that, while there was perhaps less change from year to year there than in most parts of Canada, there was a slow but steady improvement in many industries, and the year just closed had been one of marked prosperity. The results from general agriculture had been perhaps the best in the history of this part of Canada, both as to yield and as to price. In almost all manufacturing industries there had been an improvement during the year.

Coming to Ontario and Quebec, Sir Edmund recalled that a year ago, despite some fluctuations in conditions, the record of agriculture in these Provinces was most satisfactory. This year the record was still better, and it was questionable if, as regards yield or prices, excepting in the case of fruit, potatoes, and one or two minor articles, a more generally successful result was ever obtained by their farmers.

"In all manufacturing centres the story is one of a general enlargement of plants, an increase of wages, and a difficulty in filling orders, with prosperity to the local shopkeeper as one of the natural consequences. Building operations are being carried on at a pace which clearly reflects our prosperity. The farmer is spending more than usual on tile draining and on outbuildings, in the construction of which cement is now largely used; in towns and cities extensive municipal improvements are general, while ordinary building operations for business and other purposes exceed all previous experience.

"Flour milling, one of our most important industries, has done reasonably well, but much less so than in the previous season of abnormal profits. Indeed, competition in the business has reached a rather unhealthy stage, and it would be well if there were no more expansion in this business for a time."

Dealing next with the Prairie Provinces, Sir Edmund said considerable disappointment accompanied the record of what was nevertheless another year of progress there. The results of the present poor crop had been improved by the fact that mixed farming had been increasing—indeed, that was one direction in which Southern Manitoba was already working out the reform made necessary by the impoverishment of the land as a result of repeated grain crops. Despite lean crops in the south, farm lands had increased in price in almost all districts. In towns and cities the increase in assessments, in building operations and in population was even more startling than in previous years, while in the already numerous manufacturing establishments of Winnipeg there was the same increase in plant and output as in the East, and with the advent of cheap power they were doubtless destined to see a great manufacturing centre rapidly created.

Coming to British Columbia, Sir Edmund said: "Immigration, at first slower than in the Prairie Provinces, is now steadily increasing, and it looks as if the unusual resources of this extensive part of Canada would gradually become known to the rest of the world. Capital is flowing to British Columbia in a continually increasing volume, especially from Great Britain. Here, as elsewhere in Canada, there are sources of information by the use of which the investor may be guarded from those who, having something to sell by flotation or otherwise, are not regardful of the truth in their efforts to be successful. In this Province, with its extensive undeveloped areas of coal, iron, copper, silver, etc., its remarkable timber, and still more remarkable fisheries, its rich valleys capable of bountiful production of fruits, vegetables, and other farm produce, as well as of live-stock, it is not easy to guess either the limits to its eventual greatness or the rate of its progress relatively to its extended area. As elsewhere, farm lands continue to advance in price, and so do fruit lands, but the railway development in the northern part of the Province and in other districts will give the settler without capital his pathway to success." As regards lumber, "the cost is increasing in British Columbia for various reasons, and a corresponding increase and greater stability in prices seem essential. The immediate outlook for this very important industry is good, apart from the prospect of more dumping from United States manufacturers." In mining "conditions as a whole have not been so hopeful for many years."



THE HEAD OFFICE OF THE ROYAL BANK OF CANADA IN MONTREAL.

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THE ROYAL BANK OF CANADA

INCORPORATED 1869.

CAPITAL PAID-UP **$6,200,000**

RESERVE FUNDS **$7,200,000**

HEAD OFFICE, MONTREAL

H. S. HOLT, President. E. L. PEASE, Vice-President & General Manager.

C. E. Neill, F. J. Sherman — Assistant General Managers. W. B. Torrance, Superintendent of Branches.

BRANCHES IN CANADA AND NEWFOUNDLAND

Ontario
Arthur, Bowmanville, Burk's Falls, Chippawa, Clinton, Cobalt, Cornwall, Elmwood, Fort William, Galt, Guelph, Hamilton, Hanover, Ingersoll, Kenilworth, London, Niagara Falls (2), Oshawa, Ottawa (3), Pembroke, Peterborough, Sault Ste. Marie, South River, Tillsonburg, Toronto (3), Welland

Quebec
Joliette, Montreal (9), Quebec

Nova Scotia
Amherst, Annapolis Royal, Antigonish, Arichat, Baddeck, Barrington Passage, Bear River, Berwick, Bridgetown, Bridgewater, Clarke's Harbour, Dartmouth, Digby, Dominion, Glace Bay, Guysboro', Halifax (4), Inverness, Kentville, Lawrencetown, Liverpool, Lockeport, Londonderry, Louisburg, Lunenburg, Mabou, Maitland, Meteghan, Middleton, New Glasgow, North Sydney

Nova Scotia (Con.)
Parrsboro', Pictou, Port Hawkesbury, St. Peter's, Sherbrooke, Shubenacadie, Springhill, Stellarton, Sydney, Sydney Mines, Truro, Weymouth, Whitney Pier, Windsor, Wolfville, Yarmouth

New Brunswick
Bathurst, Campbellton, Dalhousie, Dorchester, Edmundston, Fredericton, Grand Falls, Jacquet River, Moncton, Newcastle, Rexton, St. John (2), St. Leonards, Sackville, Woodstock

Prince Edward Island
Charlottetown, Crapaud, Summerside

Alberta
Calgary, Edmonton, Lethbridge, Morinville

Manitoba
Brandon, Plumas, Winnipeg (2)

Saskatchewan
Davidson, Lipton, Lumsden, Moose Jaw, Prince Albert, Regina, Saskatoon, Scott

British Columbia
Abbotsford, Alberni, Chilliwack, Cranbrook, Cumberland, Grand Forks, Kelowna, Ladner, Ladysmith, Nanaimo, Nelson, New Westminster, North Vancouver, Port Alberni, Port Moody, Prince Rupert, Rossland, Salmo, Vancouver (9), Vernon, Victoria (2)

Newfoundland
St. John's

BRANCHES IN CUBA, PORTO RICO AND BRITISH WEST INDIES

Cuba
Antilla, Caibarien, Camaguey, Cardenas, Cienfuegos, Havana (2), Manzanillo, Matanzas, Sagua la Grande, Santiago de Cuba

Porto Rico
Mayaguez, Ponce, San Juan

British West Indies
Jamaica: Kingston, Trinidad: Port of Spain, Bahamas: Nassau, Barbados: Bridgetown

LONDON — Princes Street, E.C., Jas. Mackie, Manager.

NEW YORK — 68, William Street, S. H. Voorhees, Agent.

CORRESPONDENTS

GREAT BRITAIN—Bank of England, Bank of Scotland, London County and Westminster Bank, Ltd.
FRANCE—Credit Lyonnais, Comptoir National d'Escompte de Paris.
GERMANY—Deutsche Bank, Dresdner Bank, Direction der Disconto-Gesellschaft.
UNITED STATES—New York: Chase National Bank, First National Bank, National Bank of Commerce, Blair & Co.
Boston: National Shawmut Bank, First National Bank.
Chicago: Illinois Trust & Savings Bank.
Philadelphia: Philadelphia National Bank.
Buffalo: Marine National Bank.
San Francisco: First National Bank, Wells-Fargo Nevada National Bank.
New Orleans: Hibernia Bank and Trust Co.

COLLECTIONS

IN CANADA, CUBA AND BRITISH WEST INDIES HANDLED PROMPTLY AND ON FAVOURABLE TERMS.

Canadian Bond Issues in 1910.

MR. E. R. WOOD'S REVIEW OF THE YEAR.

Mr. E. R. Wood, of Toronto, is a well-known authority on Canadian Bond Issues. He is General Manager of the Dominion Securities Corporation, Limited, and of the Central Canada Loan and Savings Co. (of which he is also Vice-President), as well as Vice-President of the National Trust Company and Director of the Canadian Bank of Commerce, Western Assurance Company, Canadian Life Assurance Company, Sao Paulo Tramway, Light and Power Company, Mexican Light and Power Company, and other companies. The figures (which were presented at the annual meeting of the Dominion Securities Corporation) are specially interesting as being, in Mr. Wood's words, another emphatic reminder of Canada's dependence upon British capital.

Of total Bond issues amounting to $231,500,590, made during 1910, no less than $189,070,128, or 81.50 per cent., found a market in Britain.

"In this record," remarked Mr. Wood, "there is assurance of the full and well warranted confidence of British investors in the stability of Canada's growth and the certainty of adequate returns from her expanding enterprise. Great Britain's abundant capital seeking investment, and Canada's natural wealth and open opportunities make a situation which freely offers continuous mutual advantages. British investors are now fully alive to the value of the opportunities provided by Canada's undeveloped resources, and by the rapid expansion of her trade, transportation, and productive industries."

Mr. Wood summarised the issues of the year as follows:—

Issue.	Amount.	Canada.	United States.	Great Britain.
	$	$	$	$
Government	55,000,000	3,000,000	.....	52,000,000
Municipal	35,748,690	12,043,562	350,000	23,355,128
Railway	69,950,000	6,823,500	3,000,000	60,117,500
Tramway, Light, Heat and Power Companies	7,945,400	3,095,400	.....	4,850,000
Miscellaneous Corporations	56,956,500	12,959,000	150,000	43,847,500
	225,600,590	37,921,462	3,500,000	184,170,128
Canadian Corporations operating in Foreign Countries	5,900,000	1,000,000	.....	4,900,000
	231,500,590	38,921,462 17 per cent.	3,500,000 1½ per cent.	189,070,128 81.50 per cent.

GOVERNMENT BONDS

Government.	Amount.	Canada.	United States.	Great Britain.
	$	$	$	$
Dominion of Canada (to meet maturing obligations)	20,000,000	.....	.....	20,000,000
Dominion of Canada (to meet maturing obligations)	25,000,000	3,000,000	.....	22,000,000
Manitoba (Elevators, Telephones, Drainage, and other Public Works)	5,000,000	.....	.....	5,000,000
Saskatchewan (to retire Treasury Bills, Public Buildings, Telephones, Drainage, and other Public Works)	5,000,000	.....	.....	5,000,000
	55,000,000	3,000,000 5.45 per cent.	.....	52,000,000 94.55 per cent.

These issues fell considerably below the record of 1909, when the aggregate was $96,447,221. This difference was mainly due to the fact that the Dominion Government did not require to borrow as heavily as during the previous year.

MUNICIPAL ISSUES.

	Amount.	Canada.	United States.	Great Britain.
	$	$	$	$
January	2,215,884	306,784	.....	1,909,100
February	2,223,914	780,379	150,000	1,293,535
March	4,057,413	372,697	.....	3,184,716
April	7,002,120	1,098,544	.....	5,903,578
May	3,663,532	1,038,181	.....	2,625,351
June	1,679,558	1,468,958	75,000	135,600
July	1,582,724	721,224	.....	861,500
August	1,232,200	766,200	.....	466,000
September	2,949,246	1,641,729	75,000	1,232,517
October	2,077,232	645,732	.....	2,031,500
November	2,690,838	953,149	.....	1,737,689
December	3,714,069	1,750,081	50,000	1,913,922
	35,748,690	12,043,562 33.70 per cent.	350,000 1 per cent.	23,355,128 65.30 per cent.

Number Western Municipalities issuing 141.
Number Eastern Municipalities issuing 160.

RAILWAY ISSUES.

Company.	Amount.	Canada.	United States.	Great Britain.
	$	$	$	$
Canadian Pacific Railway 4 per cent. Consolidated Debenture Stock	7,787,600	.....	.....	7,787,600
Grand Trunk Pacific Debenture Stock	6,561,000	.....	.....	6,561,000
Grand Trunk Pacific Bonds Guaranteed by Saskatchewan	6,279,600	.....	.....	6,279,600
Grand Trunk Pacific First Mortgage 3 per cents.	10,000,000	.....	.....	10,000,000
Grand Trunk Railway Perpetual Debenture Stock	1,163,500	.....	.....	1,163,500
Grand Trunk Railway 4 per cent. Guaranteed Stock	2,500,000	.....	.....	2,500,000
Canadian Northern Railway Perpetual Debenture Stock	5,000,000	.....	.....	5,000,000
Canadian Northern Railway (Bonds guaranteed by Alberta and Saskatchewan)	2,500,000	.....	.....	2,500,000

RAILWAY ISSUES—cont'd.

Company.	Amount.	Canada.	United States.	Great Britain.
	$	$	$	$
Canadian Northern Railway Income Charge Convertible Debenture Stock	6,000,000	150,000	.....	5,850,000
Canadian Northern Railway Equipment Bonds Series "U"	500,000	.....	500,000	.....
Canadian Northern Railway Equipment Bonds Series "V"	3,000,000	270,000	2,215,000	515,000
Canadian Northern Railway Equipment Bonds Series "W"	291,000	.....	291,000	.....
Canadian Northern Railway 3½ per cent. Debenture Stock, Guaranteed by Dominion of Canada	6,150,000	6,150,000	.....	.....
Duluth, Winnipeg and Pacific Railway	4,623,300	.....	.....	4,623,300
Central Counties Railway	187,500	.....	.....	187,500
Algoma Central and Hudson Bay Railway	3,850,000	.....	.....	3,850,000
Northern New Brunswick and Seaboard Railway Company	235,500	235,500	.....	.....
	69,950,000	6,823,500 11.70 per cent.	3,000,000 4.30 per cent.	60,117,500 84 per cent.

TRAMWAY LIGHT & POWER COMPANY ISSUES.

Company.	Amount.	Canada.	United States.	Great Britain.
	$	$	$	$
British Columbia Electric Railway	2,650,000	.....	.....	2,650,000
Calgary Power Company	1,200,000	.....	.....	1,200,000
Sherbrooke Railway and Power Company	600,000	600,000	.....	.....
Quebec Railway, Light, Heat and Power Company	795,400	795,400	.....	.....
Winnipeg Electric Railway Company	1,000,000	.....	.....	1,000,000
Detroit United Railway (Notes)	1,500,000	1,500,000	.....	.....
Simcoe Railway and Power Company	200,000	200,000	.....	.....
	7,945,400	3,095,400 39 per cent.	.....	4,850,000 61 per cent.

This was a marked falling off as compared with $19,560,000 for 1909, and the smallest on record for several years.

MISCELLANEOUS ISSUES.

Company.	Amount.	Canada.	United States.	Great Britain.
	$	$	$	$
Amalgamated Breweries	1,429,600	1,429,600	.....	.....
Ocean Falls Company	1,500,000	.....	.....	1,500,000
Lake Superior Corporation	2,100,000	.....	.....	2,100,000
West Canadian Collieries, Ltd.	1,000,000	.....	.....	1,000,000
Canadian Western Lumber Co.	7,500,000	.....	.....	7,500,000
Western Canada Land Co.	1,500,000	.....	.....	1,500,000
Fassett Lumber Company	300,000	300,000	.....	.....
Canadian Collieries, Limited	10,000,000	.....	.....	10,000,000
Standard Drain Pipe Company	100,000	100,000	.....	.....
Dominion Canners, Limited	1,500,000	1,000,000	.....	500,000
International Milling and Elevator	500,000	500,000	.....	.....
Dominion Saw Mills and Lumber Company	1,600,000	.....	.....	1,600,000
Steel Company of Canada, Ltd.	6,850,000	3,350,000	.....	3,500,000
Asepto Soap, Limited	50,000	50,000	.....	.....
Canadian Cereal and Milling Company	750,000	750,000	.....	.....
Canadian Consolidated Felts, Limited	500,000	500,000	.....	.....
Carriage Factories, Limited	200,000	200,000	.....	.....
Canada Machinery Corporation	100,000	100,000	.....	.....
Maritime Fish Corporation	250,000	250,000	.....	.....
Swanson Bay Forests Wood Pulp and Lumber Mills, Limited	750,000	.....	.....	750,000
Nova Scotia Steel and Coal Company	1,500,000	.....	.....	1,500,000
Canadian Northern Pacific Fisheries	2,000,000	.....	.....	2,000,000
Dominion Iron and Steel Co.	1,000,000	.....	.....	1,000,000
Dominion Steel Corporation	1,500,000	1,100,000	150,000	250,000
Price, Bros. and Company	5,000,000	500,000	.....	1,500,000
British Columbia Development Association	197,500	.....	.....	197,500
City Central Real Estate Company, Limited (Montreal)	550,000	550,000	.....	.....
Hillcrest Collieries, Limited	325,000	325,000	.....	.....
Lethbridge Collieries, Limited	625,000	625,000	.....	.....
Montreal Steel Works	750,000	750,000	.....	.....
Montreal Water and Power Company	750,000	.....	.....	750,000
Richelieu and Ontario Navigation Company	250,000	250,000	.....	.....
Paraguay Electric Water Co.	50,000	50,000	.....	.....
British Canadian Power Co.	1,000,000	.....	.....	1,000,000
	56,956,500	12,959,000 22.75 per cent.	150,000 .25 per cent.	43,847,500 76.92 per cent.

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INCORPORATED 1855.

THE BANK OF TORONTO

Canada

CAPITAL PAID UP ...	$4,000,000	ASSETS	$50,000,000
RESERVED FUNDS ...	4,944,777	DEPOSITS	37,000,000

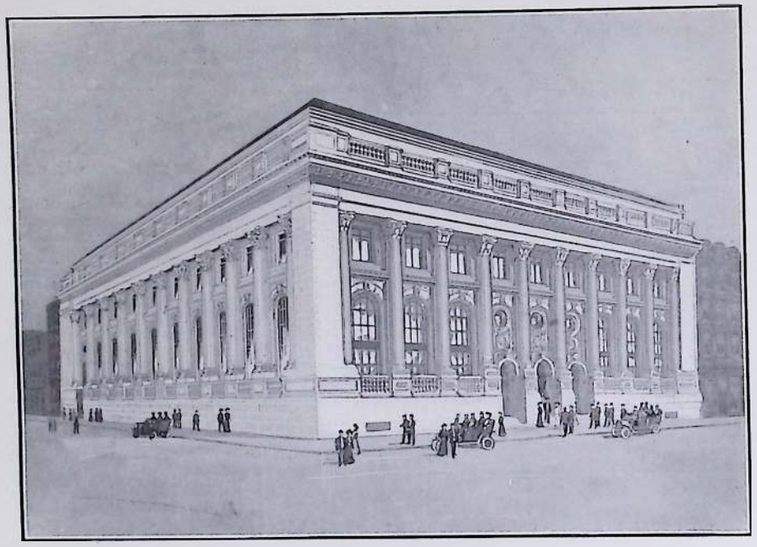
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OPPORTUNITIES FOR BRITISH CAPITAL.

Investments Which Have Yielded Good Profits.

British investors who exercise their own intelligence when investing their capital, if they wish to get in on the "ground floor," must get into direct communication with financial firms in Canada. The article which we print below refers to some of the investments offered in "Canada" which have yielded good profits to those shareholders who acquired bonus stock at the time of issue.

"Canada," owing to its exceptional sources of information, has been able to supply its subscribers with information of these and similar Canadian investment opportunities sufficiently in advance of the issue of the prospectus to enable its readers in Great Britain to participate at the same time as the Canadian investor.

THE practice of Canadian public utility and industrial companies of giving bonuses on Preferred or Common stocks when issuing their bonds has always been one that has come in for a good deal of discussion. In the past the British investor had the habit of looking somewhat askance at such forms of investment, but during the past year the big gains that have been made by many of these stocks, which originally were given in the form of a bonus, have had the result of making him change his views to a considerable extent with regard to them, and there is now every indication that in the future he will look just as favourably on the possibilities of a public utility or industrial bond that carries a bonus with it as on one that is sold without a bonus at all.

Up to the last couple of years, of course, there were not many Canadian companies which, at a public offering, gave stock bonuses along with their bonds. When they did, however, make big offerings of either bonds or stocks, they allowed the subscribers to buy the Common stock of the company at a very low price. Two particular instances of this form of offering were those of the Dominion Textile Company, which represents a consolidation of most of the leading cotton companies of Canada, and Penmans Ltd., which was formed to take over the various woollen mills of the old John Penman Company. In the case of the Dominion Textile, the buyers of the Preferred stock were given an opportunity of purchasing the Common stock at $10 a share, and that they did pretty well in making such a purchase can be gathered from the fact that the Common stock has since sold well above $70 a share, and is paying a dividend of 5 per cent. In the case of Penmans, the purchasers of the bonds and Preferred stock were allowed to buy the Common stock at $25 a share, and since that time the stock has sold above $60 a share, and is paying a dividend of 4 per cent.

In the case of Shawinigan Water and Power most of the Common stock was secured by a group of Montreal and New York interests, who underwrote the bonds. When the plant was completed there was considerable distribution of this bonus stock around $50 a share, and it has since sold above $115 a share, while paying a dividend of 5 per cent.

In the case of the more recent consolidations, there has been very keen demand for the bonus stocks, very largely, perhaps, because people have very great hopes regarding the future of Canada, and feel that these larger companies should, to a very marked degree, share in the prosperity that will be general throughout the country.

The Canadian Light and Power Company's securities are evidence of this. This company will be a competitor of the Montreal Light, Heat, and Power in the electric light and power field in the city of Montreal. Only a couple of years ago the Five per Cent. bonds of the company were sold with a bonus of 100 per cent. of Common stock. This stock has recently sold above $60 a share, very largely, probably, because the future of the company seems particularly good in a metropolis like Montreal. In the industrial field the Preferred stock of the Sawyer-Massey Company, of Hamilton, was sold at $112, carrying with it a bonus of 25 per cent. of Common stock. Within a few months of the public offering the Common stock sold about $30 a share, and is now quoted about $20 a share. In the case of Maple Leaf Milling the Seven per Cent. Preferred stock was sold at $93 a share, carrying with it a bonus of 25 per cent. of Common stock. This was in May, 1910, and already the bonus stock has sold as high as $55 a share, and is now quoted about $47 a share. In the case of the Black Lake Consolidated Asbestos the Six per Cent. bonds were sold with a bonus of 25 per cent of Preferred stock and 50 per cent. of Common stock. This was in the autumn of last year, and at the present time the Preferred stock is selling above $60 a share and the Common around $25. The Five per Cent. bonds of the Quebec Railway, Light, Heat, and Power Company also carried a bonus of Common stock, and the latter has sold as high as $47 a share.

In almost every instance these Common stocks given in the form of a bonus represent the goodwill—present and prospective—of a company. Once the earnings of a company show a surplus on this Common stock, the general opinion is that the holder of the stock just holds as much interest in the concern as a partner would in an ordinary business, and that in the case of big earnings he has just as much right to the bigger returns that may be possible as the ordinary partner would have to the larger profits that his concern might be making.

In some cases it may be that the amount of Common stock is somewhat large as compared with the amount of bonds outstanding, but then, again, Canadian companies are growing concerns in a country that is going ahead at a very rapid rate, and on this account capital which may look somewhat large when looked at at present will seem comparatively small when viewed from the standpoint of the business the companies will be able to do five or ten years from now.

MINING VENTURES.

Hints to Speculators.

There is now no doubt that the discoveries of gold quartz at Porcupine are of importance, and that before many months have passed there will be as much interest centred in this new gold field as there was in the spectacular discoveries at Cobalt. Mining is always more or less of a speculation, and mining for the precious metals is, if anything, more speculative than for the less valuable minerals. In the early stages of the development of the claim it is a gamble pure and simple.

A large number of people in Great Britain take a hand from time to time in mining speculation, and if their attention turns to Canadian mines it is extremely desirable that they should get a straight run for their money, and not buy shares in prospective mines not being honestly developed.

OPPORTUNITIES IN PORCUPINE.

When you get shares in a mining venture in the "prospect" stage, you stand to lose all you put in, or you may, after various reports directly encouraging or merely hopeful, decide to realise your interest with a small profit or loss; or, again, you may have got in early in a really good thing. There were a few of these "good things" in Cobalt, and those who were fortunate, or well informed, made large sums of money. It is now almost certain, from the reports by engineers of high reputation, and from the result of exploratory work already done, that Porcupine will prove to have some genuine mines

Now, the best opportunity for those who wish to speculate on the possibilities of this new mining camp is to get in touch with reputable mining brokers in Canada who are placing among their clients sufficient "treasury stock" to provide the money to prospect claims in this new field. A couple of hundred pounds is the utmost anyone should venture in one company, and it would be well to divide one's interest in different claims as near as possible to those which the "big fellows" are now developing, such as the Dome and others. If one's interests are divided among four or five claims surrounding the best discoveries at present made, the probability of one of them possessing an important ore body is obviously enhanced.

HOW REPUTABLE PROMOTERS PROCEED.

The reputable mining promoters in Toronto and Montreal are proceeding at present on the following lines. They know where the important discoveries have been made, and they finance near-by claims which they think are worth prospecting by forming small companies of, say, $1,000,000 nominal capital, divided into as many shares of $1 each. The owners receive, say, 500,000 shares, but no cash for their property, and these shares are pooled under an agreement which prevents their being sold for a certain time. The rest of the shares are used for working capital, and are called "treasury shares." A block of, say, 200,000 is offered to mining brokers for sale among their clients at a certain price, usually at only a portion of their face value. With this money prospect shafts are sunk where the surface clearings are encouraging, and if results are really good the next block of treasury stock is able to be placed at a higher price, and more work is undertaken.

Under honest management the speculator gets a fair run for his money, and by dividing his chances among properties in different parts of the camp he is very likely to make one or two lucky speculations. Shares which he bought at 25 cents may easily go to par, and thus show him a profit of 400 per cent.

We do not advise anyone who wishes to have a gamble in this new gold camp to purchase low-priced shares on market tips in unknown brokers' circulars. Our advice is: Get in communication with a reputable and established mining broker; tell him the amount of money you wish to risk, and tell him also that this amount has to be divided among four or more properties, each differently situated as regards the present centre of activity. He will subscribe for you to the amount you mention for the first issue of treasury shares in new ventures which he thinks have good prospects. You will get in on the "ground floor," and must then await developments. Our advice is always to disregard the appeals of the local mining promoter who issues a flamboyant prospectus. An established and reputable mining broker in Toronto or Montreal has his own clients, who will find the small amount of working capital necessary in the beginning, and the reputable promoter will go to him and not to the public through the press.

GROUND FLOOR INVESTMENTS.

The growth and prosperity of Canada to-day is so great that there are probably better opportunities there for the safe investment of money with good interest returns than in any other part of the world.

The most attractive investments are naturally taken up by local investors as a rule. London is only offered the big things and bonds which carry too low a rate of interest to interest the Canadian investor.

The British investor can participate with the Canadian in these local investments if he hears about them in time.

"CANADA," the weekly illustrated newspaper, obtains this information for its subscribers, who are thus enabled, if they wish, to get in "on the ground floor."

Much valuable information of this kind appears in "CANADA, many of whose readers have largely profited by the opportunities thus offered them.

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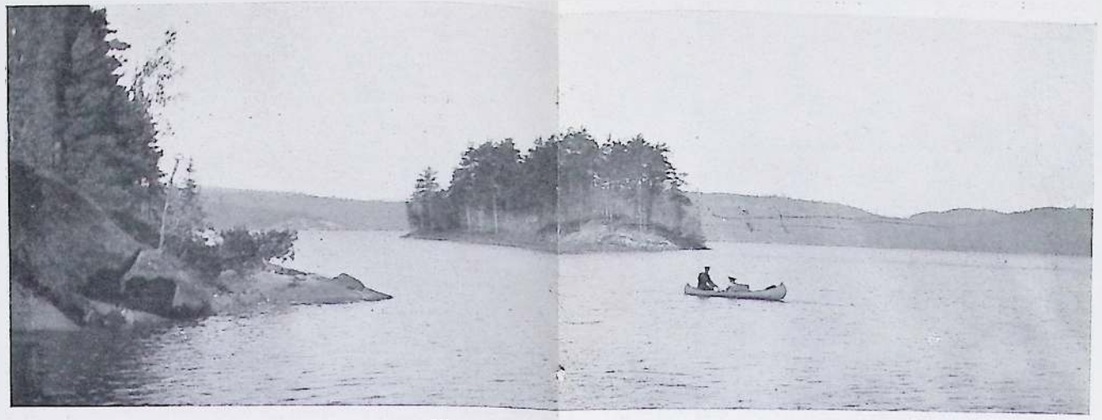
A REAL CANADIAN HOLIDAY.

CAMPING IN ONTARIO.

"CANADA" ANNUAL, 1911.



CAMPING IN ALGONQUIN PARK: ON THE SHORE OF ISLAND LAKE.



EN ROUTE TO A CAMPING GROUND.



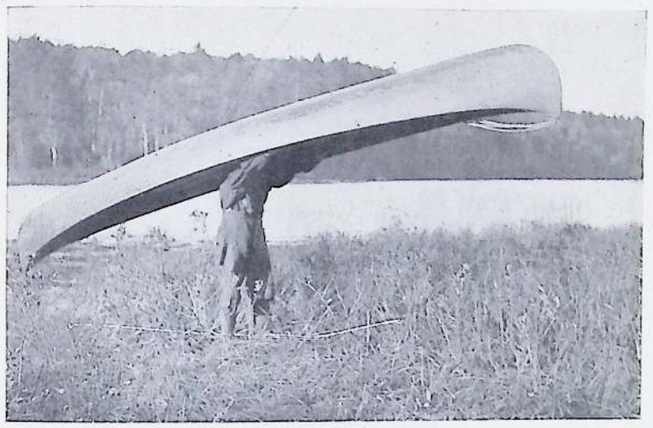
AN AFTERNOON'S REST.



DISEMBARKING AT A PORTAGE.



PORTAGING A CANOE: SHOWING THE WAY THE PADDLES ARE TIED TO THE THWARTS TO REST ON THE SHOULDERS.



CARRYING THE CANOE: HOW THE BALANCE IS MAINTAINED AND THE CRAFT CARRIED WITH THE LEAST EXERTION.



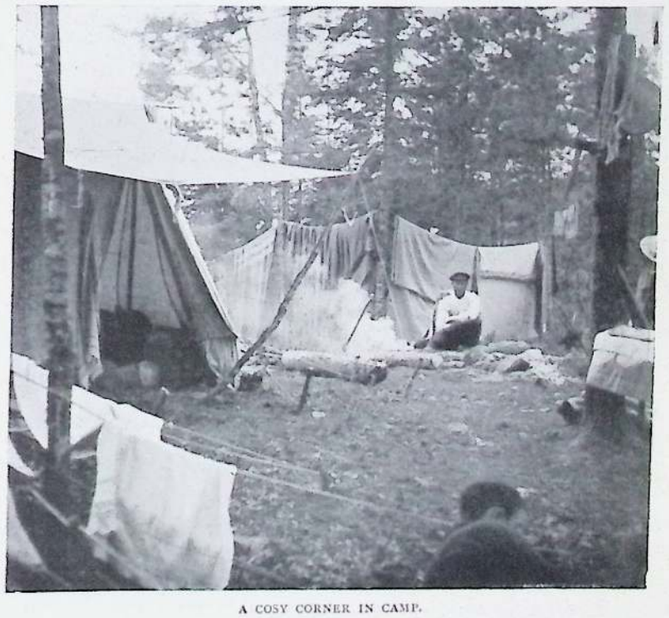
A WELL-PACKED LOAD.



COOKING SUPPER: A HUNGRY AND ANXIOUS TRIO.



BREAKFAST IN A "STANDING" CAMP.



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INTRODUCTION OF CANADIAN AND AMERICAN SECURITIES IN FRANCE.

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INVESTMENTS IN LAND AND MORTGAGES.

SUBSCRIBERS to the shares of land companies which are from time to time formed to acquire and re-sell Western lands, should carefully consider in relation to the price at which the land is acquired the price at which it must be sold to return a fair margin of profit. In forming an accurate judgment on this point, a valuable index to the price at which prairie lands are now selling is afforded by the particulars published regularly in *Canada* of the average price obtained for school lands in various districts and for the lands of the railway companies and other large land-holding companies. During the year covered by the last annual report of the Canadian Northern Railway Company, the land averaged $10.36 per acre, which was an advance of a dollar per acre over the average price of the land sold by the same company during the previous year. At recent sales of school lands in the Edmonton district, some 66,000 acres of lands were sold at an average price of $10.94 per acre.

BUILDING LOTS.

Investors who wish to speculate in town lots should exercise considerable care as to such investments, especially as to property adjoining new Western towns. The strong local optimism caused by the very rapid growth of many young cities and towns leads to subdivision of property, sometimes several miles away from the town proper, and although these sub-divisions are put on the market as being within the city, the value of the land should in many cases be stated per acre, rather than per foot. Investors who have no local knowledge of their own, but who wish to share in the very large profits that are certainly being made from well-judged investments in Canadian city property, should only invest through firms whose standing warrants confidence.

FIRST MORTGAGES.

The British investor can substantially increase his income by placing his money in well-secured first mortgages in Canada when the security is unquestionable. The earning power of money depends largely upon the field in which it is put to work. For instance, 4 per cent. is a good return from first mortgages in Great Britain. In Eastern Canada 5 per cent. to 6 per cent. is the usual return on this class of investment, and in Western Canada, where an additional element of security is added by the very rapid increase in value of property, the rate on such investments is 7 per cent. and over. The development of the Dominion requires the use of much money, and there is no question but that, if wisely invested in Canada, it can be made to bring a much more attractive return than in Great Britain.

Investment agents in Western Canada of high standing usually have on hand a number of applications for loans on city property which offer to British investors an opportunity of increasing their incomes with absolute safety. They usually lend only up to half of the actual value of the property. Loans can be placed on well-located city property which is fully occupied, and the net revenue from which is at least twice the amount of interest on loan. On such loans 7 to 8 per cent can be obtained in sums of from £100 to £3,000, and 6 per cent. on sums of £3,000 and over. There is no leakage of investor's capital, the borrower paying all expenses. The Canadian firm through whom investments are made will collect interest and transmit to the investor for trifling commission on money collected.

The constantly increasing value of property in growing Canadian towns makes mortgage investments perhaps more safe and attractive than in older countries. For instance, in those towns whose growth is regarded as assured, the experience to-day is that mortgages placed through responsible firms only three years ago now enjoy a security sometimes double the value at that time owing to the constant and rapid rise in values. Thus, for example, one finds that a mortgage for £5,000 lent on a property valued at £10,000 has now a market value of £20,000. The security has doubled, but the rate of interest paid is the same. In Britain, and, in fact, in all older countries, the value of property mortgaged has sometimes a tendency to decrease in value, whereas in these Canadian cities the tendency all the time is for property to improve in value. This is a matter of direct interest to those who favour mortgage investments.

LOCKING UP CAPITAL

Another class of investor wishes a big return on his capital, and with that object is willing to wait. To those our advice is: "Put yourself in the hands of such firms as have proved the value of their knowledge and experience by the profits they have made in the past for themselves and for their clients. They will have good grounds for any advice they give, and you will do well to act on their advice." City property wisely purchased to-day will very probably double in value within, say, five years. This would be equal to a return of 20 per cent. per annum, and, of course, very much larger profits have been, and are to-day being made by shrewd purchasers.

Vancouver being the chief centre of all the growth and development of the mainland of British Columbia, the leading investment firms hear from day to day of the opportunities which are constantly occurring. Explorers in the north country, soon to be tapped by the G.T.P and C.N.R., send in their reports. Land can be picked up to-day for a song—$5 an acre from the Government—but these conditions will shortly change. The opportunity is only here to-day. A few thousands put away in well-selected lands up there will most assuredly prove in any event a profitable investment, and it may mean a large fortune. It is not yet realised in the Old Country how valuable are the natural resources of Northern British Columbia. It is hardly realised by men on the spot. These men have so many opportunities offered to them that their available cash capital (and it is only "cash" that counts when seizing opportunities) is entirely insufficient to acquire everything that seems "good" to them; but they are generally very willing to join with their clients in such ventures. With these men who have followed the fortunes of their city, and in so doing have themselves amassed comfortable fortunes, the money of their clients in Britain will be as wisely invested as their own, according to the wishes and instructions received.

RENTAL-BEARING PROPERTY.

The rapid increase in value of land in the business sections of progressive Canadian cities makes this form of investment unusually safe and attractive Revenue-bearing property can be purchased through land and estate agents in Canada, which will yield immediately a good return on the money invested, and unquestionably show a substantial capital increment as the years go by. To take an example from the investment list of a leading Canadian firm:—A thoroughly modern apartment block, three storeys (solid brick) and basement (reinforced concrete), erected in 1905 on centrally located corner lot, 50 feet by 120 feet in size. The building contains eighteen well-finished suites, all of which have been continuously occupied since the building was erected. The net annual revenue from the property after payment of all known and estimated expenses amounts to $6,000. The property was offered for sale, freehold, for $60,000. Half cash and half on mortgage at 6½ per cent. interest per annum. The investment, therefore, offered a return of 10 per cent. per annum if all the cash were paid, or over 13 per cent. if the mortgage terms were preferred, while there would be a prospect of very considerable capital appreciation as the value of the land increased.

—**—

THE ROMANCE OF REAL ESTATE.

How Fortunes are Made.

The appreciation of real estate values in some parts of Canada is so phenomenal that those who are not well informed with regard to the rapid development of the country are apt—and, indeed, with justice—to hear such reports with doubting ears. There is, nevertheless, ample proof of the truth of many of these enormous rises in value. In this connection the case of the Beresford Ranch, Calgary, is one of the best examples.

In August, 1908, Mr. J. Hextall, an Englishman, made his first visit to Canada. Attracted by the country near Calgary, and on the advice of a local real estate firm, he bought the Beresford Ranch,



A GENERAL VIEW OF THE BERESFORD RANCH.

which consisted of 2,500 acres, for the sum of £11,000. This ranch—so called after its late owner, the Hon. William Beresford—is situated about six miles from Calgary. It lies in one of the most beautiful stretches of Alberta, is plentifully wooded, well watered by springs, and has nearly four miles of river frontage. In addition, glorious views of the Rockies add to its picturesqueness. In February, 1910, just eighteen months later, the firm through which he had bought the land, foreseeing the wonderful development of Calgary, bought back from Mr. Hextall 1,000 acres for the sum of £12,000. Since then the firm have retailed 300 acres for the sum of £9,000. The remaining 700 acres are valued on a conservative estimate at £25,000, and will, it is expected, be worth double that sum within two years.

Mr. J. Hextall is now spending about £15,000 in building a bridge capable of carrying street railway cars and in making roads to develop the remainder of the former ranch. His remaining 1,500 acres will thus have cost him £14,000, and they are valued to-day at £100,000.

Here, therefore, is proof of an estate costing, with improvements, £26,000, and valued to-day at £137,000. This appreciation, be it remembered, has taken place within two and a half years. This is indeed a veritable romance in real estate, but it is not a solitary instance, for these opportunities are occurring all the time, and will do so for some years in the "Land of Opportunities."

Investors in any form of Canadian enterprise will find the information and advice of "Canada" most useful and valuable.

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CANADA'S BANKING SYSTEM: Its Soundness and Its Importance in the Development of the Dominion.

THE soundness of Canada's banking system and its importance as a factor in the development of the Dominion are strikingly emphasised in a report recently presented to the National Monetary Commission of the United States by Professor J. F. Johnson, of New York University.

The clearing house statistics (the report points out) possess special value in Canada, for the reason that they constitute the only available data with respect to the growth of banking operations in the different Provinces. One cannot find out, therefore, what proportion of the deposits belong to Ontario, Quebec, Manitoba, and other Provinces, in what sections loans are expanding most rapidly, or what branches make the call loans. It is generally known that the eastern branches get heavy deposits and are creditors of the head office, and that the funds they collect are forwarded to the western branches, whose loans greatly exceed deposits. Bankers will admit that this transference of funds takes place, but there is considerable grumbling about it in the old communities of the East, and the bankers fear that a monthly or even annual publication of the facts would keep them perpetually in hot water. A glance at the clearing house statistics leaves no doubt as to the banking importance of the Western Provinces or as to the relative financial quietude of the East.

This transference of funds from sluggish to active communities is the inevitable result of a system of branch banking, and is the cause of the tendency of the rate of interest toward uniformity in all parts of Canada. Whatever may be said against a system of branch banks, there can be no question that it does bring about a more even distribution of capital in a country than is possible under a system of independent local banks. Canadian bank managers are anxious to put out their money where it is most wanted, for there they get the best possible rate of interest and obtain paper of the best quality. No matter where a manager's headquarters may be, he is most deeply concerned in three questions: (1) Where is idle money accumulating? (2) How can he best draw it into his bank? (3) In what parts of the Dominion is money most needed? In localities of both kinds he establishes branches; in the one the branches accumulate deposits often much in excess of their loans, in the others loans exceed the deposits. Thus it happens that the savings of the Eastern Provinces, where the growth of industry and trade is slow and the demand for new capital is not increasing, are sent westward and loaned out to merchants and manufacturers and farmers of the new territories. The people of the East supply the capital for the development of the West, though many of them, perhaps, are entirely ignorant of the useful purpose their savings are made to perform. In the western cities of Canada one hears no talk among business men about scarcity of capital. A merchant or manufacturer in Manitoba gets the money he needs as easily as does a merchant or manufacturer in Toronto or Montreal.

Justifiable as the bank's policy is from a national point of view, one cannot help believing that the branch banking system has really checked the development of business and industry in the Maritime Provinces. If Canada during the last thirty years had depended, like the United States, upon independent local banks, there would have been a plethora of capital in the East, and Montreal, Quebec, and Halifax, like Boston, New York, and Philadelphia, would years ago have had 4 and 5 per cent. money, while Winnipeg and other Western cities, less populous than now, would still be paying 1 per cent. a month. The relative cheapness of capital undoubtedly helped to build up the prosperous industries of Massachusetts. The same cause, operating in the Maritime Provinces of Canada, would doubtless have led to the establishment there of industries of which the people under existing conditions have not ventured to dream.

The conditions which bring about the even or equitable distribution of business capital have a similar effect upon the flow of investment funds. A western city in Canada can obtain money for the construction of a street railway or the installation of an electric light plant almost as cheaply and as readily as can an eastern city. Indeed, the stocks and bonds of new enterprises in all Canadian towns and cities obtain capital strictly on their merits. If two towns or cities—one in the West, the other in the East—need capital for enterprises containing inherently equally good assurance of income and safety, the one is likely to fare as well as the other in the loan market. This does not mean, of course, that all municipal and industrial enterprises in Canada borrow funds at the same rate of interest, nor that the rate of interest paid in the West is uniformly as low as that paid in the East, for the prospects of enterprises vary in Canada as in other countries, and the future of every new community is more or less uncertain.

INVESTMENT CAPITAL WELL DISTRIBUTED.

Taking into account the uncertainties that necessarily attach to the development of enterprises in new localities, which add to the element of risk always involved in the loaning of money, it may fairly be said that Canada has only one money market, and only one rate of interest. In the United States great masses of loanable capital accumulate in the cities of the East and can be drawn into the country only by positive assurance of an extraordinary rate of interest. In Canada one finds no such accumulation of capital in a few cities and no such reluctance to loan it out at distant points. Banks in Montreal or Toronto lend with equal freedom in both the West and in the East, and their managers have equal familiarity with the needs and credit of both sections. The fact that a bank's head office is in one of these cities is no evidence whatever that its main interests are there. Nor if the head office is in a smaller city, such as Sherbrooke or Hamilton, does it follow that it is a second-rate institution with local interests only. The real nature of the Canadian system cannot be understood by anyone who fails to grasp the fact that the Canadian banks are in no sense local institutions. With two or three unimportant exceptions they are national institutions, and their managers are on the keen look-out for any chance to increase their business in any community between the Atlantic and the Pacific oceans.

THE SYSTEM IN TIME OF STRESS.

Since the present system of banking was perfected in 1890, Canada has had no banking panic. She has suffered from periods of depression and hard times, caused either by short crops or by failure of outside markets to absorb her produce at satisfactory prices, but never from scarcity of currency, from runs upon banks, from business failures, or from the inability of banks to meet their obligations. It is impossible to escape the conclusion that the credit for Canada's immunity from panic and financial distress is mainly due to the character of her banking system. No country can expect to be free from periods of dulness, no matter how perfect its banking system. International relations in trade and finance are so close that all countries suffer from the mistakes made by any one. Canada has depended very much upon British capital. She is relatively a large consumer of the products of the United States, and has many an enterprise which owes its inception to American initiative. Hard times in Great Britain or in the United States must inevitably affect Canadian business. She is borrowing from Great Britain as the United States did a century ago. Her credit rests upon the gold reserves of London and New York. Under these circumstances, when one recalls how the credit and financial system of Britain and the United States have been shaken during the last twenty years, it is remarkable that Canada has escaped serious damage.

Canada's banking system contains two features that give it great strength under the threat of panic or crises. One is the elasticity of the note circulation, the other the solidarity or unity of the system. The reason why Canada has never suffered from a currency panic lies on the surface. The banks always have



THE IMPERIAL BANK OF CANADA BRANCH AT CALGARY.

cash enough to meet the demands of their depositors. Instead of being in the position of their brethren across the border, that is, anxious to conserve their cash, they welcome any legitimate opportunity for the increase of their circulation. Except for a few weeks during the panic period of 1907, when practically all the banks of the United States had suspended cash payments, the Canadian banks have always had currency on hand in excess of their customers' needs. This currency consisted of their own notes. To their customers the bank notes are perfectly good money. Even though people got suspicious of the solvency of a Canadian bank, its notes would not be in disfavour. Furthermore, when Canadian banks satisfy their customers' demands for cash, their resources are unimpaired. They are not obliged, as are the banks of the United States, to call loans in order to make good their cash reserve. With the public their notes have all the efficiency of gold itself, and the fact that they are paid out so willingly by the bankers, the supply, as a rule, seeming inexhaustible, prevents anything like a panic starting among the people.

IS THERE A WEAK SPOT?

Would Canada's banking system stand a real strain? Is its gold reserve large enough? Does it not depend too much on London and New York? If Britain should withdraw her invested capital, or send no more, would not this banking system break down? Questions of this sort, which are sometimes asked, imply that Canada's system contains a weak but hitherto undiscovered spot, and most of the critics are inclined to think it lies in the smallness of the gold reserve. In the writer's opinion (says Professor Johnson) Canada's financial position is of the strongest. Comparatively little gold is needed, for the reason that the banks have developed an almost perfect credit system. The people have unquestioning confidence in the credit instruments provided by the banks, and never demand that they be converted into gold. Credit settles all debts between the banks and the public. Gold is used only between banks and in the foreign exchanges, and in the latter field a credit balance in London or New York is more useful than a stock of gold in Montreal or Toronto. If Britain and the United States some day suddenly stop sending capital to Canada, the country will undoubtedly suffer, but the notion that Canada will at once be called on to export large quantities of gold in payment for the imported merchandise now paid for with bills of exchange created by British investments, is crudely mercantilistic.

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CANADA'S IMPORTANCE TO THE INVESTOR.

£373,000,000 of British Money Employed in the Dominion.

THE importance of Canada in the eyes of the British investor was graphically shown in a paper by Mr. George Paish, Editor of the *Statist*, on "Great Britain's Capital Investments in Individual, Colonial, and Foreign Countries," read before the Royal Statistical Society in London, on December 20 last. It was a continuation of one read before the Society in the previous June, in which Mr. Paish gave the results of his investigations as to the amount of capital which the United Kingdom, up to the end of 1907, had invested in other lands, according to the available documentary evidence, and as to the amount of income which in 1907 was derived from that capital. He now brought up to the end of 1910 the approximate amount of visible capital which Great Britain has supplied to other lands in the aggregate.

"According to the available documentary evidence" (said Mr. Paish), "the amount of capital invested by Great Britain in India, the Colonies, and foreign countries up to the end of 1907 was £2,693,738,000, of which £1,312,000,000 was invested in the Colonies and India, and £1,381,000,000 in foreign countries, and this capital was bringing to the country an income of £139,791,000 per annum, equal to a return of 5.2 per cent. In the three years since 1907 Great Britain has supplied other lands with a large amount of additional capital. In 1908 the amount of the new capital issues in London on behalf of Colonial and foreign Governments, municipalities, railways, banks, mining, and other joint stock industrial companies, was £145,000,000. In 1909 it was £182,000,000; and in 1910, to date, the amount is no less than £189,000,000."

CANADA'S SHARE IN THE LAST THREE YEARS.

Of these amounts the sum of £227,278,951 was invested in British possessions. Canada took most of this vast amount, receiving £30,309,558 in 1908, £37,687,464 in 1909, and £32,234,158 in 1910; a total of £100,231,180. No Newfoundland issues were made in the two former years, but last year the Oldest Colony received £1,410,000 of British money. The other British portions of North America (British Guiana, British Honduras, and West Indies) received £1,448,244 between them in the last three years; Australasia, £26,088,108; Africa, £38,521,122; Asia, £58,859,297; Malta, £125,000; and other Colonies, £596,000.

Mr. Paish here stated that "usually the Continent participates in the new issues of foreign Government loans and American railway securities, and, to a moderate extent, in other issues, and it is necessary to make allowance for the share of the other lending countries in these issues. After making every allowance, it is evident that the actual amount of new capital supplied by Great Britain to other lands in 1908 was £130,000,000; in 1909, £160,000,000; and in 1910, £165,000,000; a total in three years of no less than £455,000,000."

During 1910 the money invested in Canadian securities was required as follows:—Governments, £5,647,451; municipalities, £3,443,983; railways, £10,402,497; and other securities, £14,740,227; total, £32,234,158.

Coming to the consideration of the geographical placing of British money, Mr. Paish remarked:—"The country which has received the largest amount of British capital is the United States, where we have been placing capital from the days of Queen Elizabeth. From decade to decade the amount of our investments in the United States has shown large expansion, until at the present time it reaches the great sum of about £688,000,000. It should, of course, be recognised that a part of this sum, and no inconsiderable part either, has resulted from increment or from the employment of profits by the undertakings in which the capital was placed to such good purpose, and that the value of the original sums invested has immensely increased. Of this great sum nearly £600,000,000 is in railway securities."

CANADIAN INVESTMENT "SO RAPID AS TO BE PHENOMENAL."

"With the exception of the United States, our greatest investments are in the daughter States of the Empire and in our great Indian possessions. Excluding the United States—to which, however, we are also attached by ties of blood and of language—Great Britain has provided more capital to Canada than to any other country, and the rate at which the British people are now increasing their investments in Canada is so rapid as to be phenomenal. The amount of visible capital our investors have placed in Canada now amounts to the great sum of £373,000,000, and new supplies of visible capital are flowing to Canada at the rate of over £50,000,000 a year. Including the invisible capital, that is, the capital privately supplied for loans on mortgage, the purchase of land for the conduct of private businesses, etc., the amount is probably nearly £40,000,000 a year. The amount of visible capital we have sent to Canada in the last three years has reached £100,000,000. Canada still needs a large sum of money for the completion of the railways now under construction, and inasmuch as the Mother Country is proud of the great progress of her daughter, and is willing to supply her with all the capital she needs to develop her resources, it is evident that our capital investment in Canada will reach a much greater total in a few years. Practically the whole of the capital which has been spent upon railway construction in Canada has been provided by the investors of Great Britain. In the 'nineties, when our investors were suffering from a feeling of distrust of other nations, including the Colonies, the progress of Canada was very slow, and the increase in her population relatively unimportant; but in recent years the ability of Canada to obtain all the capital she needs for the development of her natural riches has stimulated the growth of her population in a wonderful manner.

"The British people have provided their kinsmen in the Australasian Colonies with just a little more capital than they have supplied to Canada, the visible amount reaching the great sum of £380,000,000. Of this total, £301,500,000 has been supplied to the Commonwealth, and £78,500,000 to New Zealand. A few years ago the amount of capital supplied to the Australian Colonies was much greater than that invested in Canada, but the rapidity with which Canada is developing and the relatively slow progress of the Australian Colonies have materially changed the situation. . . . Of the amount of capital invested by the British people in Australasia about two-thirds has been provided by loans to the various Governments. The object of these loans was railway construction and other public works. The circumstances of Australasia were such that it was more desirable for the country to use its own credit in order to secure the necessary capital for railway construction than to leave railway extension to private enterprise. In Canada the circumstances are different, and the Canadian people have been able to get all the capital they require for railway construction by means of companies and by private enterprise; but although the methods of obtaining the capital have differed, the railways, both of Canada and of Australasia, have been almost entirely constructed by means of the capital supplied by the Mother country."

HOW CANADA USED BRITISH CAPITAL.

Mr. Paish gave the amount of British capital invested in Canada and Newfoundland as £372,541,000, distributed as follows:—Government, £74,621,000; municipal, £17,327,000; railways, £225,740,000; banks, £4,180,000; commercial and industrial, £14,357,000; electric lighting and power, £5,272,000; financial, land, and investment, £12,613,000; gas and water, £745,000; insurance, £246,000; iron, coal, and steel, £7,351,000; mines, £7,396,000; oil, £907,000; shipping, £200,000; tramways, £5,808,000.

From the following list of the total British capital invested in the Colonies and India, it will be seen that Canada leads the field:—

	£
North America—	
Canada and Newfoundland	372,541,000
Australasia—	
Australian Commonwealth	301,521,000
New Zealand	78,529,000
Africa—	
South Africa	551,358,000
West Africa	29,488,000
Asia—	
India and Ceylon	365,399,000
Straits Settlement	22,037,000
Hong Kong	3,101,000
British North Borneo	5,131,000
Other British Possessions	25,024,000
Total British Colonies and India	1,554,152,000

Other tables included in the paper show that the total British investments in foreign countries are £1,637,684,000. The grand total invested in all countries of the world is £3,191,836,000.

"In conclusion" (said Mr. Paish), "I would ask you to note that this great sum of capital which Great Britain has supplied to the nations is not the total sum her people are employing in other lands. I have taken no account of the great sum of what is termed private capital employed abroad by the British people in a variety of ways, such as the purchase of land, loans on mortgage, deposits in banks, branch manufacturing, mercantile, and trade undertakings, etc., etc. If allowance be made, on the one hand, for the foreign capital employed in British companies, both at home and abroad, and in British loans, and, on the other, for the vast amount of private capital which the British people have placed abroad, I think the net total of our investments in other lands would be not much short of £3,500,000,000."

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General Manager—
R. G. O. THOMSON.

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CANADA'S ATLANTIC AND PACIFIC FISHERIES.



DRYING FISH IN NOVA SCOTIA.



A HAUL OF BRITISH COLUMBIA SALMON.

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UNION BANK OF CANADA.

Head Office:—**QUEBEC.**

(Incorporated 1865.)

Capital Paid-up - - $4,000,000. **Reserve Fund (or Rest) - - $2,400,000.**

Total Assets (December 31st, 1910) - - **$46,000,000.**

Hon. JOHN SHARPLES, President. WM. PRICE, M.P., Vice-President. G. H. BALFOUR, General Manager.

BRANCHES.

PROVINCE OF NOVA SCOTIA—Halifax. **PROVINCE OF NEW BRUNSWICK**—St. John.
PROVINCE OF QUEBEC—Dalhousie Station. Montreal. Quebec (St. Peter St.). Quebec, Place d'Armes Square. St. Polycarpe.

PROVINCE OF ONTARIO.

Alexandria	Crysler	Haileybury	Leamington	New Liskeard	Pakenham	Smithsville	Wheatley
Barrie	Easton's Corners	Hamilton	Manitick	North Gower	Plan agenet	Stittsville	Wiarton
Berlin	Englehart	Hastings	Melbourne	Norwood	Portland	Sydenham	Winchester
Carleton Place	Erin	Hillsburg	Merrickville	Orton	Roseneath	Thornton	
Cayuga	Fenwick	Kemptville	Metcalfe	Osgoode Station	St. Catharines	Toledo	
Cobalt	Fort William	Kinburn	Mount Brydges	Ottawa	Shelburne	Toronto	
Cookstown	Goderich	Kingsville	Newboro	Ottawa Market	Smith's Falls	Warkworth	

PROVINCE OF MANITOBA.

Baldur	Carman	Dauphin	Holland	Minto	Rapid City	Strathclair	Winnipeg
Brtle	Carroll	Deloraine	Killarney	Morden	Roblin	Virden	,, Logan Ave.
Boissevain	Clearwater	Glenboro	Manitou	Nepawa	Russell	Waskada	,, North End
Brandon	Crystal City	Hamiota	Melita	Newdale	Shoal Lake	Wawanesa	,, Sargent Ave.
Carberry	Cypress River	Hartney	Minnedosa	Ninga	Souris	Wellwood	

PROVINCE OF SASKATCHEWAN.

Adanac	Craik	Jansen	Luseland	Neudorf	Regina	Swift Current	Weyburn
Alsask	Cupar	Kerr Robert	Macklin	Ogema	Rocanville	Tessier	Wilkie
Arcola	Esterhazy	Kindersley	Maple Creek	Outlook	Rosetown	Theodore	Windthorst
Asquith	Eyebrow	Landis	Maryfield	Oxbow	Saskatoon	Togo	Wolseley
Bounty	Fillmore	Lang	Milestone	Pense	Scott	Tompkins	Yorkton
Buchanan	Gull Lake	Lanigan	Moose Jaw	Perdue	Sintaluta	Wapella	Zealandia
Caronora	Humboldt	Lemberg	Moosomin	Plenty	Southey	Watrous	
Carlyle	Indian Head	Lumsden	Netherhill	Qu'Appelle	Strassburg	Webb	

PROVINCE OF ALBERTA.

Airdrie	Blairmore	Cardston	Cowley	Frank	Irvine	Medicine Hat.	Stirling
Alix	Bowden	Carlstadt	Didsbury	Grassy Lake	Lacombe	Okotoks	Strathmore
Barons	Brooks	Carstairs	Edmonton	High River	Langdon	Passburg	Three Hills
Bassano	Calgary	Claresholm	Forster	Innisfail	Lethbridge	Pincher Creek	Wainwright
Blackie	Carbon	Cochrane	Fort Saskatchewan	Irma	MacLeod	Seven Persons	

PROVINCE OF BRITISH COLUMBIA—Hazelton. Prince Rupert. Vancouver—Cordova Street, Main Street, Mount Pleasant, South. Victoria.

This Bank having a large number of Branches in the Provinces of Manitoba, Saskatchewan, Alberta, and British Columbia, where settlers are now being greatly attracted from Great Britain and the Continent of Europe, affords a convenient medium for the transmission of funds, and for the transaction of other Banking business in the Canadian West. The Bank is a Correspondent of Parr's Bank, Limited, London City and Midland Bank, Limited, Manchester and Liverpool District Banking Company, Samuel Montagu & Co., and Messrs. Frederk Huth & Co., Bankers of London, the Guaranty Trust Company of New York (London Office), and also Messrs. Thomas Cook & Son Tourists' Agents and Bankers, of London and elsewhere from whom drafts or transfers payable at its Branches may be obtained.

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IMPERIAL BANK OF CANADA.

Head Office: TORONTO.

Capital Subscribed - - - - - -	$5,909,000
Capital paid-up - - - - - -	5,675,000
Reserve Fund - - - -	5,675,000

BRANCHES in the Provinces of Ontario, Quebec, Manitoba, Saskatchewan, Alberta, British Columbia. Settlers and others going out to any of the Provinces named afforded special Banking facilities.

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AGENTS: SCOTLAND—The Commercial Bank of Scotland, and Branches.

DRAFTS issued and remittances cabled to any point in Canada by the Agents of the Bank in England and Scotland, through whom information regarding Canadian investments will be furnished on application.

IMPORTANT BRITISH CANADIAN LAND COMPANIES.

The Western Canada Land Company and the Southern Alberta Land Company.

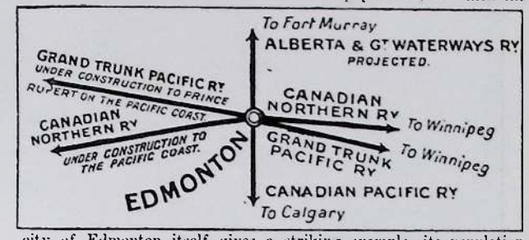
NOW that the development of Western Canada is fairly well understood by even the proverbial "man in the street," there are very few people in Great Britain who would not like to share in the profits to be reaped from the rise in value of Western lands. Many would-be investors, however, labour under several difficulties which prevent them from doing so. In the first place, to purchase a small piece of land in far-off Western Canada seems to them to be a highly speculative sort of proceeding, and in the second place the land once purchased, the purchaser may have very little opportunity of watching his investment so as to take full advantage of developments that should be favourable to his interest. To obviate these difficulties a number of companies have been formed in Great Britain, whose object has been the purchase of Western land in large blocks, so as to secure them at the cheapest possible price, and to sell them to settlers and others in suitable parcels as the land in the various districts rises in price. As principles in this arrangement two things are immediately obvious. First, that the proportionate cost (per acre handled, or per dollar invested) of securing expert advice and assistance is very much less to a powerful company than to a single investor; and, second, that an enterprise controlled by Directors who are at once closely in touch with Western conditions, deeply interested in the country itself, and at the same time skilled men of business, has elements of success which would be entirely absent from the negotiations of a separate small speculator.

Of all the companies formed in Great Britain for the purpose of enabling British investors to profit co-operatively from the rise in value of Western lands, perhaps the two best known are the Western Canada Land Company and the Southern Alberta Land Company. The estates of both of these companies are situated in Alberta. Both are engaged in the business of developing their lands and of reselling them to private investors, settlers, and others, at profitable prices. Both of the companies acquired their lands some years ago, when the immigration into Alberta was only just beginning, and the value of land was very much lower than it is to-day. Both have as Directors men who are intimately associated with Canadian development, and, as local managers and advisers, men who have expert and practical knowledge of both the country and their particular business. There for the present the parallel ceases.

THE WESTERN CANADA LAND COMPANY.

The majority of the Western Canada Company's lands are in the Saskatchewan valley, in Northern Central Alberta, and lie both east and west of the city of Edmonton. This district is very well watered by streams, lakes, and springs, and it enjoys a very equable climate. The soil in the district is of great richness, the clay subsoil being covered by a black vegetable mould, varying in depth from one foot to four feet, and even much deeper in some places, formed from decaying grasses and other vegetation. The country is also well wooded, being dotted with clumps—locally called bluffs—of trees, mainly poplar, but including some spruce. Probably no portion of Canada enjoys a better record of total immunity from crop failure than the Edmonton district, where mixed farming of high class is the rule amongst the agricultural population. The Western Canada Land Company, which was formed in 1906, with a capital of £500,000, in £1 shares, originally acquired, by purchase from the Canadian Pacific Railway, about 500,000 acres of land at an average price of $5.30 (£1 1s. 8½d.) per acre, the land being situated, as has been stated, in the districts surrounding the city of Edmonton.

In a new country like the Canadian West, the great deciding factor in the value of property is its accessibility to railroad communication. That Edmonton—the focus point of the company's estate—is well served by railways is shown by the plan below. As the land itself is of very high quality it is no wonder that the company has fully shared in the rise of value of all property in the district. It might be remarked in passing that the prices obtained by the Canadian Pacific Railway during the year ended June, 1910, for its lands of similar character to those of the Western Canada Land Company, averaged £2 11s. per acre, which was also the average price per acre of the lands sold by the Canadian Northern Prairie Lands Company about the same time. Since then the value of land has steadily increased. The cause of this rise is naturally to be found in the remarkable increase of population, of which the



city of Edmonton itself gives a striking example, its population having increased from 2,626 in 1901 to 27,500 in 1911. Moreover, the population of the whole Province of Alberta has trebled itself during the last nine years. The rush of immigrants into Canada, which was greater last year than ever before, has continued to increase, turning more and more towards Alberta, and it is expected by those in a position to judge that it will again break all records during 1911.

The company—which sells its lands to settlers on easy terms, viz., one-sixth cash and the balance in six annual instalments, with interest at the rate of 6 per cent. per annum—has, in view of the great increase in value of similar lands in Western Canada, been advised by its agents not to make further sales at the comparatively low prices hitherto obtained. The policy of the company in this regard was expressed by the Chairman, Major-General Sir R. B. Lane, K.C.V.O., C.B., at the last annual meeting of the company, who said that: "As soon as it became evident that Western Canada had started forward on a further bound in her career of progress and prosperity, the Board decided to hold on to the company's land, as they felt confident that the prices of last year would be considerably improved during the present year, and, though on several occasions opportunities occurred where sales of land could have been made at good profits to the company, at the same time the Board felt that by asking the shareholders to exercise a little patience they would be able to secure them even better profits, and the action of the Board has been more than justified already."

Shortly before that meeting the sale was effected by the company of a large block of its eastern lands, at a price which returned a profit to the company of nearly 60 per cent. By this sale the company disposed of that portion of its property which was farthest from the city of Edmonton, leaving its lands west of the city.



THE BOW RIVER NEAR THE INTAKE WORKS OF THE SOUTHERN ALBERTA LAND CO.

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STUART STRATHY, Gen. Manager.

C. D. WARREN, President.

which are both nearer to the city, and also intrinsically more valuable per acre, untouched. Speaking of this sale and of the state of the company's affairs, Mr. A. M. Grenfell, a prominent Director of the company, said at the same meeting: "We had opportunities last year of disposing of many acres of our lands, but prices were altogether insufficient, and although we did not wish to adopt the selfish attitude of holding up our lands for exorbitant prices and thus delaying the settlement of the country, at the same time we



ON THE EXPERIMENTAL FARM OF THE SOUTHERN ALBERTA LAND CO.

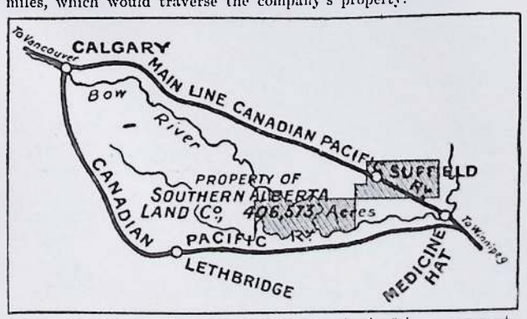
were confident that in the near future we should receive offers which, while giving us satisfactory profits, would be in no way unreasonable to the purchaser. The result is that we have been able to secure an excellent price for an amount of land which makes our capital absolutely secure, and yet leaves us a great estate from which big profits should be derived in the future. Furthermore, having sold a little more than half our property for a sum nearly equal to the whole of our capital, we have placed the company in an exceptionally strong position."

The company has established an experimental farm on its property near the Grand Trunk Pacific station at Wabamun, and is there carrying on stock raising and mixed farming generally. This farm is merely for demonstration purposes, to show intending purchasers the agricultural possibilities of the district. Although the objects of the company are primarily those of a land company, as described, yet it has not neglected to place itself in a position to profit in other ways from the wonderful development of the district, in which it operates.

Several years ago an enormous and practically inexhaustible supply of coal was discovered on the western boundary of the company's lands. The coal is very easily got out, as it even outcrops on the surface, and also it is situated on the main line of the Grand Trunk Pacific Railway. The coal is lignite, of a very high quality, which can be transported over very long distances without crumbling. A subsidiary company, the Pembina Coal Fields Company, was formed to acquire and operate this coal field, and in this company the Western Canada Land Company holds a controlling interest. The coal fields are situated about sixty miles west of Edmonton, and comprise an area of 10,000 acres (8,230 acres of which are freehold). Apart from coal, the surface and timber rights are valued at £40,000, and it is estimated that there are some 236,000,000 tons of coal on the property.

THE SOUTHERN ALBERTA LAND COMPANY.

The Southern Alberta Land Company was formed in 1906, with a share capital of £700,000 in £1 shares, of which £400,000 has been issued and £400,000 of 5 per cent. debenture stock. Its purposes are similar to those of the Western Canada Land Company, in that it was formed to acquire and resell land. Its properties, however, are in the southern portion of the Province of Alberta, between the towns of Medicine Hat, Calgary, and Lethbridge. They are just as accessible to transportation facilities as those of the Western Canada Company, as the main line of the C.P.R. runs through the northern portion of the lands, and the Crow's Nest branch of the C.P.R. runs to Lethbridge along their southern border. Also a syndicate, in which the Southern Alberta Land Company has a predominating interest, holds a charter for the construction of a railway from Medicine Hat to Calgary—a distance of about 170 miles, which would traverse the company's property.



Southern Alberta was once the home of the buffalo, on account of its nutritious grasses, and because its climate is greatly influenced in winter by the warm "chinook" wind from the Pacific ocean, which makes the winter much less severe than in districts farther south and east. Since then, and for the same reasons, it has been the chosen land for ranchmen with their herds of cattle and bands of horses, all of which wintered in the open without attention. Comparatively recently, during the last ten years, it has been finally realised that the wide expanse of open prairie lands of this district are, in seasons when there is sufficient moisture, the wheat-growing lands par excellence of the whole of Canada, if not of the whole world. This has been specially realised by farmers from the United States, who are in large and yearly increasing numbers settling in this portion of Alberta, being able there to acquire a farm, every acre of which can be put under plough at once without any cost of clearing. The soil and climate of the country are most favourable to the growth of cereals, including both spring and winter wheat, as well as of fodder crops; sugar beets are also being cultivated with the greatest success.

The lands of the Southern Alberta Land Company are approximately 414,000 acres in extent, less a sale of some 64,000 acres made to a subsidiary company in 1911, which will be referred to later. Of this total the company acquired 10,000 acres of selected lands, partly under cultivation, from the Grand Forks Cattle Company, and 16,000 acres of school lands within the same district. School lands, it may be mentioned, are lands which are reserved by the Dominion Government for the benefit of elementary schools, for the provision of which the proceeds of the sales of such lands are devoted. The balance, about 388,000 acres, the company has a right to purchase from the Dominion Government on payment of $1 (4s.) per acre, conditional upon the expenditure of $2 (8s.) per acre on irrigation work, in respect of one-fourth of the total area. The terms of the company's agreement with the Dominion Government are very favourable to the former. The land is to be paid



A PUMPKIN PATCH IN AN EXPERIMENTAL GARDEN.

for in six annual instalments. The first of these was due July, 1910, and the remaining five are payable, with interest at 5 per cent., from that date.

The company's operations, therefore, include the irrigation of the lands and an irrigation scheme, approved by the Dominion Government, providing for the irrigation of about half the property, say, 200,000 acres, has been under construction for some time. This scheme involves the construction of canals some 200 miles in length, and from 15ft. to 50ft. in width. The land of the district, as has been stated, is of the most fertile character, and the country is noted for its glorious summer sun. The ability to turn on water in dry seasons will, without doubt, remove all possible fear of crop failure from drought during any unduly dry season or succession of seasons. It is not by any means every year that this irrigation is necessary—in 1909 the 1,000 acre experimental dry farm belonging to the company yielded an average of 100 bushels of oats and 60 bushels of barley to the acre—but its provision removes all fear of failure in dry years, and will certainly greatly enhance the yield in many seasons when it would otherwise possibly be light. The local opinion of the value of this irrigation system is shown by the fact that land owners in the vicinity of the company's lands have offered $10 (£2) per acre for water rights. It is estimated that the cost of these irrigation works will not exceed an average of $5 (£1) per acre over the entire property. The work is so far advanced that water will be available for distribution in all the main canals during this year. Naturally, in addition to the increase in the value of the company's lands, a considerable revenue will be derived from the rental of water rights to farmers on the company's lands. At $1 an acre on 200,000 acres this amounts to $200,000. Revenue will also be derived from water rentals over the other irrigable lands—some 100,000 acres in extent—through which the canals will pass. The water rights on these lands will be sold at from £2 ($10) to £3 ($15) per acre, say, £200,000 ($1,000,000 dollars), and the annual rentals will amount, at $1 per acre, to $100,000. This gives in eventual annual rental for water $500,000 (£60,000). The water supply is inexhaustible, being taken from the Bow River, which is one of the great rivers which are fed by the snows of the Rocky Mountains. But to ensure evenness and regularity of supply, the company is constructing an immense

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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Capital & Surplus Assets - $1,340,000
Total Assets - - - - - 2,500,000

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Vice-President and Managing Director:
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Vice-President:
R. M. MacLEAN, London, Eng.

DIRECTORS:
Right Hon. Lord Strathcona and Mount Royal, G.C.M.G.
David Ratz. R. H. Greene. A. J. Williams.
J. M. Roberts. Hugh S. B ennan

LONDON, ENG., OFFICE:
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HEAD OFFICE:
Cor. Adelaide & Victoria Sts.
TORONTO.

reservoir, under the name of Lake McGregor, which will hold sufficient water to irrigate the whole tract for an entire year. This reservoir is of immense importance and value to the company. It is being most economically formed by the aid of a natural depression in the country called Snake Valley. It is so great in extent that it will rank fifth among the great storage basins of the world, and, by slightly raising its dams, its storage capacity can be increased, at comparatively little cost, so as to double the irrigable area. Another smaller reservoir has also been created, an addition which, for late irrigation and for reinforcing purposes, is likely to be highly valuable to the company and to the farmers on the company's lands.



A STEAM SHOVEL AT WORK IN AN IRRIGATION DITCH.

As long ago as February, 1909, a very well-known American irrigation expert valued the company's lands at £1,450,000, taking as his basis a value of $10 per acre for dry and $25 per acre for irrigated land. Since the date of this report the value of land in the district has greatly increased. Dry land is now worth practically £5 ($25) an acre—the price at which Mr. Anderson valued irrigated land in February, 1909—while the price of irrigated land has increased proportionately. As another indication of the actual present value of lands in the district, it may also be mentioned that the Canadian Pacific Railway, which owns a large tract of country to the north of, and contiguous with, the company's property, has recently raised the price of irrigated land to £8 ($40) and upwards per acre, and the Alberta Railway and Irrigation Company, which owns a large tract of country to the West, sold its irrigated land last year at an average price of £8 16s. ($44) per acre. These prices are summarised in the following table:—

	Irrigated Lands. Per acre.	Dry Lands. Per acre.
Value of company's land as estimated by Mr. Anderson, February, 1909	£5 ($25)	£2 ($10)
Canadian Pacific Railway's lands	£8 ($40)	£3 8 0
Alberta Railway and Irrigation Company' lands (average price.)	£8 16 0 ($44)	..

It is being more and more clearly realised that irrigation farming is business farming, that irrigation is the very best kind of crop insurance. The comparative figures, as embodied in the Farm Report of the Canadian Government Experimental Farm at Lethbridge for the years 1908 and 1909, all that are available since the inauguration of the comparative tests, show this most clearly. Comparing the results secured under natural rainfall conditions, with results secured under irrigation, the following crops show, as the result of adopting the latter, the percentage of increase set opposite each:—

	Per cent.
Potatoes	260
Turnips	200
Sugar Beets ...	184
Carrots	141
Corn	128
Mangolds	102
Field Peas	73
Barley (two-rowed)	69
Barley (six-rowed)	45
Spring wheat ...	33

The comparative average yields of wheat during a period of two years are shown in the same report as being 57 bushels on irrigated land as against 30 on non irrigated.

To sum up, as far as we have gone, it might be stated that the company occupies its present excellent position, first, because the properties are situated in exactly that part of the West to which settlers of means and experience in farming are rushing; and, second, because the company purchased this property on exceptionally favourable terms. The area purchased from the Dominion Government only cost the company $1 an acre. Adding the proportion per acre of the cost of the irrigation scheme, this proportion will only stand the company in the sum of $11 per acre, which, as we have shown, is less than half the price at which irrigated land in the vicinity of the company's property are now selling.

The prosperity of the Southern Alberta Land Company would be sufficiently assured were its only source of revenue the sales of its agricultural land, its charges for irrigation and water rights. It has, however, important secondary sources of income. These are provided by the sale of lands on townsites owned by the company, and by the sale of natural gas for the purposes of lighting, power, and fuel. A townsite was laid out at Suffield, on the main line of the Canadian Pacific Railway on the company's property, and at the first sales in May, 1910, town lots to the extent of thirty acres were sold at an average price of approximately £300 ($1,500) per acre. Borings are in process for natural gas for the lighting of this town, and it is proposed to start another town on the Bow River, where natural gas is known to exist, and where a favourable site is available.

Early in 1911 the Southern Alberta Land Company sold a tract of land containing approximately 64,000 acres, of which 50 per cent. (say, 32,000 acres) will be under irrigation when the works are completed, at a price of £5 12s. per acre to the Canadian Wheat Lands, Ltd., which company has been formed for the purpose of engaging wheat farming on a large scale. This company intends to bring its land into cultivation rapidly by means of steam ploughs and the use of other up-to-date agricultural machinery, and it is estimated that it will be able to bring under wheat cultivation approximately 20,000 acres of its land for the harvest of 1912, so that in the course of a very few years the whole of its area can be converted into arable land. An estimate of working costs and revenue published by the Canadian Wheat Lands Company shows that it expects by 1916 to have at least 48,000 acres of land under wheat, the net profits on which it estimates at over £102,000, equal to approximate earnings of over 20 per cent. on the company's capital. This estimate is interesting, as indicating the beliefs that are held in the value of the Southern Alberta Land Company's properties for agricultural purposes.

It is estimated that the company should realise at the very least an average price of £4 per acre for non-irrigated lands, and £8 per acre for irrigated lands. At this estimate—which is thought most conservative—the company's lands would realise £2,484,000. This, after repayment of the company's outstanding debentures, which amount to £400,000, would be sufficient to repay the entire share capital nearly three times over. Moreover, the company will, after its lands are all sold, still be able to derive a yearly income from supplying water for irrigation. This alone, at $1 (4s. 2d.) per acre, and only taking into account the 250,000 irrigable acres on the company's own tract, would be sufficient to provide for an annual dividend of about 5 per cent. on the entire share capital.

SHARES AND DEBENTURES.

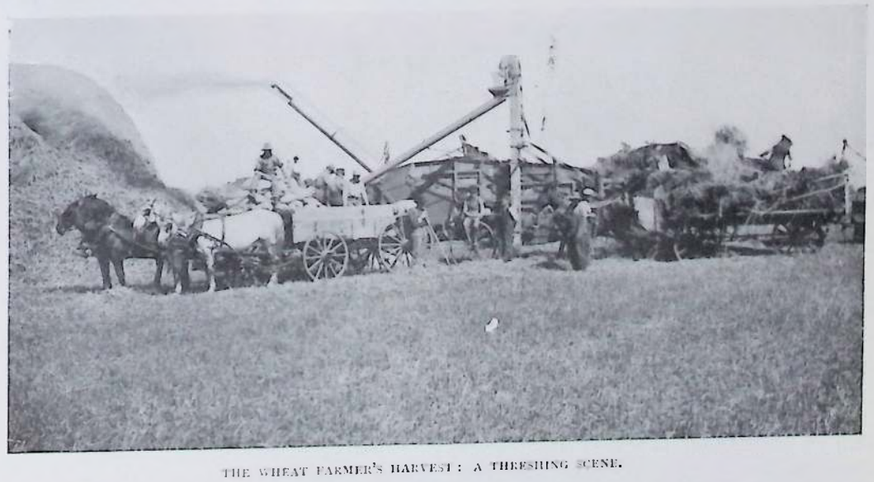
The appended tables show the prices of the shares and debentures of both companies on the London Stock Exchange at the end of January, 1911:—

THE WESTERN CANADA LAND COMPANY, LIMITED.

	Price. 1910	1909.			
	Jan. 31, 1911.	Highest.	Lowest.	Highest.	Lowest.
Shares	24/6—25/6	31 10½	23 -	32 9	20 3
Debentures	99½—100½	98½	94	...	...

THE SOUTHERN ALBERTA LAND COMPANY, LIMITED.

	Price. 1910.	1909.			
	Jan. 31, 1911.	Highest.	Lowest.	Highest.	Lowest.
Shares	39/6—40/6	41 -	32 -	37 3	21 -
Debentures	104—105	102	94½	96½	93½



THE WHEAT FARMER'S HARVEST: A THRESHING SCENE.

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"CANADA" ANNUAL, 1911.

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Photo by ST. JAMES STREET, THE FINANCIAL CENTRE OF MONTREAL. [*Arthur A. Gleason.*



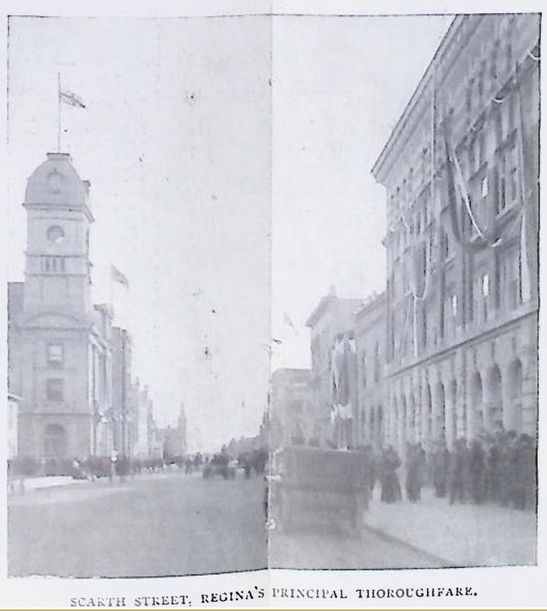
HASTINGS STREET, IN THE HEART OF VANCOUVER.



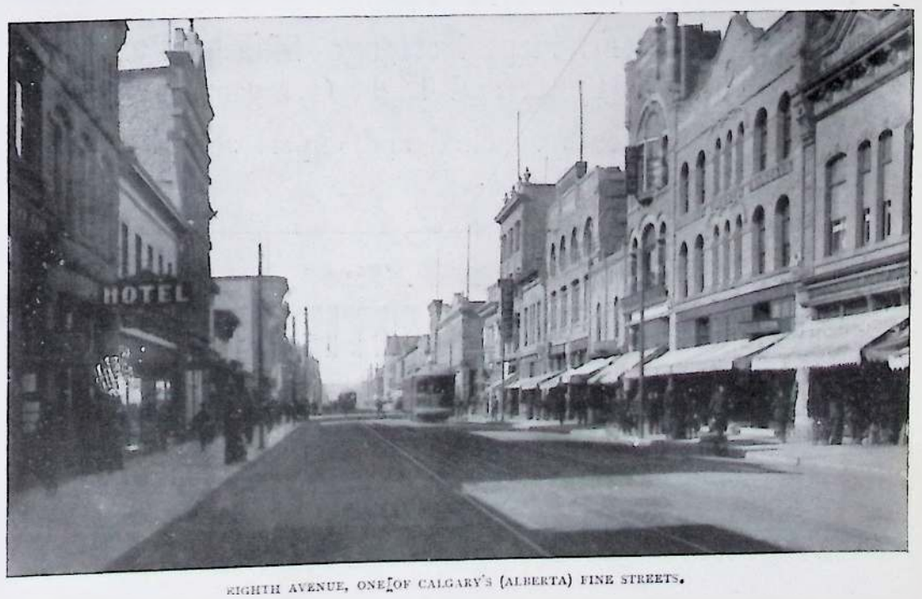
DERWENT AVENUE, THE CENTRE OF THE BUSINESS SECTION OF WINNIPEG.



JASPER AVENUE, THE BUSINESS CENTRE OF EDMONTON.



SCARTH STREET, REGINA'S PRINCIPAL THOROUGHFARE.



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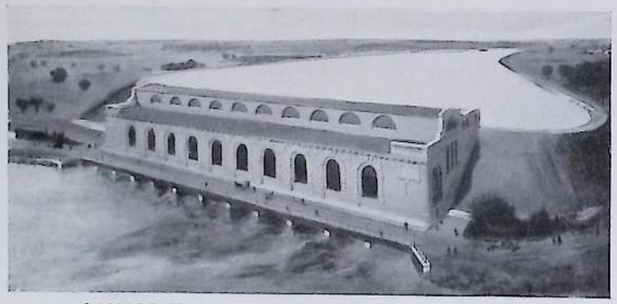
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LEADING CANADIAN JOINT STOCK COMPANIES—Their Financial Position and Range of Prices for Five Years.

BANKS.

Stock.	Capital Stock Outstanding.	Last Report. Reserve Fund.	Profit and Loss.	Dividend per cent. per annum.	Range for Last Five Years. 1910. High.	1910. Low.	1909. High.	1909. Low.	1908. High.	1908. Low.	1907. High.	1907. Low.	1906. High.	1906. Low.
	$	$	$											
British North America ...	4,866,666	2,530,666	294,944	6	151	145	155	148½	147	141	155	148½	146½	141
Commerce	10,000,000	7,000,000	310,201	9	215⅞	196	201	171⅓	171	155⅓	170½	158	160⅝	170
Dominion	4,000,000	5,000,000	379,242	12	249½	231½	248	236	225	221½	249⅜	233⅜	281½	262½
Eastern Townships...	3,000,000	2,250,000	145,038	9	168½	160	165	155	156	148	162½	150	163½	160
Hamilton	2,689,570	3,000,000	192,810	10	208	196	206	199	205	185	217	180	238	210
Hochelaga	2,500,000	2,500,000	15,041	8	157	142	148	140	151	133	159½	134	161½	144
Imperial	5,597,641	4,900,000	696,135	11	240	219	234½	224½	218½	218½	225	217⅝	254½	225
Merchants	6,000,000	4,900,000	99,297	9	187⅝	171	170	160	166	151	153½	150	174½	165⅜
Molsons	4,000,000	4,400,000	115,188	11	215	204	211	199½	207	195	215⅝	205	230	204½
Montreal	14,400,000	12,000,000	961,789	10	259½	242	254½	245	250	228	257	225	261	252½
New Brunswick ...	771,300	1,380,025	20,268	13	273⅝	266	276	273	—	—	272	270	—	—
Nova Scotia	3,000,000	5,500,000	44,865	12	285½	270	285	276	286	274	293	274	297½	273
Ottawa	3,500,000	3,900,000	117,338	11	212½	200	213	205	208	200	222	212	230	222
Quebec	2,500,000	1,250,000	50,580	7	135	122	136	122	135	120	145	110	143½	139½
Royal	6,200,000	6,900,000	228,393	12	245	224½	*233	†212	233	211⅜	212	218	215½	222
Standard	2,000,000	2,400,000	54,071	12	232½	219	241	†224	230	213	230½	210	251	224
Toronto	4,000,000	4,750,000	194,777	10	220½	209½	227	215	220½	204⅜	231	200	255	222
Traders	1,551,500	2,200,000	102,443	8	147	141	148	136	132	122	140	123	155	138½
Union	4,000,000	2,400,000	28,676	8	150	140	140	130	134⅝	121½	152	125	158	143½

† Ex-rights.

LOAN COMPANIES.

Stock.	Common Stock Outstanding.	Bonds, Pref. Stock, or Debentures Outstanding	Reserve and Contingent.	Dividend per cent. per annum.	Range during Last Five Years. 1910. High.	1910. Low.	1909. High.	1909. Low.	1908. High.	1908. Low.	1907. High.	1907. Low.	1906. High.	1906. Low.
	$	$	$											
Agricultural Savings and Loan	630,200	402,612	317,046	6	140½	130	—	—	—	—	—	—	—	—
Canada Landed and National Investment ...	1,001,000	3,606,083	689,477	8	161	150	160	135	127	113¾	125	113½	125	117½
Canada Permanent Mortgage	6,000,000	p. 13,713,927	3,306,001	8	170½	158½	163½	140	145	111	136½	111¼	130	124
Central Canada Loan and Savings Co. ...	1,500,000	4,679,582	1,265,706	8+2	185	174	180	158	—	—	155	135	—	—
Colonial Investment and Loan	10,000	(b. 2,417,087 (d. 411,778)	514,859	5	70½	63¼	71	63	70	60	71½	70	89	75
Dominion Savings and Investment Society	934,678	433,778	139,145	4	73	71½	72	70½	72	70	—	70	83	70
Great West Permanent	1,277,442	1,631,331	419,451	9	129	112	113	113	—	113	121	120	121	—
Hamilton Provident and Loan	1,100,000	125,511	635,611	6+1	130	125	125	118	120	118	186	174½	187	120
Huron and Erie Loan and Savings Co. ...	1,900,000	6,533,923	1,834,290	10	202⅜	198	198	195	182½	174	70	70	70	183
Imperial Loan and Investment	735,528	562,703	94,821	6	—	—	70	70	70	70	120	70	70	70
Landed Banking and Loan Co.	700,000	936,207	416,115	5	133	127	127	122	120	120	124	122	125	120
London and Canadian Loan and A. ...	1,000,000	2,574,962	317,890	6	112	107	115	107	110	88	108½	100	111½	105
London Loan and Savings	701,307	631,278	164,875	6	—	—	—	—	—	—	—	—	—	—
Montreal Loan and Mortgage	500,000	—	509,311	8	155	145	155	130	132	115	136	130½	138	133¼
National Trust	1,000,000	—	652,816	9	204	192¾	200	170	150½	128	160	157	—	—
Ontario Loan and Debenture	1,200,000	1,879,277	835,170	8	155	148	142	138½	130	85	135	130	140	137
Real Estate Loan	373,270	185,339	127,150	6	101	100½	103	93	92	—	105	85	90	87½
Toronto General Trusts	1,000,000	—	551,770	8	175	167½	165	150	—	—	87	87	—	—
Toronto Mortgage	724,550	1,440,532	289,052	7	140	136	130	114	112	101	—	—	115½	105½
Toronto Savings	1,000,000	1,366,332	716,429	6	—	—	—	—	—	—	—	—	—	—

* Ex-dividend.

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MONTREAL, CANADA.

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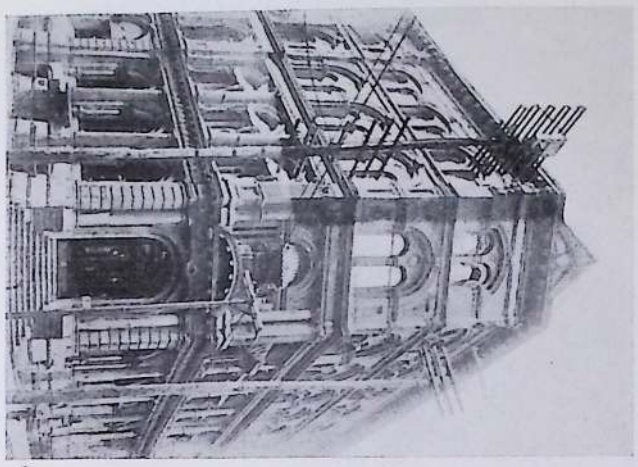
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N. B. STARK, Sec.-Treasurer.



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BONDS

To Yield from 4 to 6 per cent.

LEADING CANADIAN JOINT STOCK COMPANIES—Their Financial Position and Range of Prices for Five Years (*contd.*).

INDUSTRIALS.

Stock.	Last Report. Outstanding Common Stock.	Outstanding Pref rred Stock.	Bonds and Debentures.	Reserve Fund and Profit and Loss.	Dividend per cent. per annum.	Range of Price during the Last Five Years. 1910. High.	1910. Low.	1909. High.	1909. Low.	1908. High.	1908. Low.	1907. High.	1907. Low.	1906. High.	1906. Low.
	$	$	$	$											
Amalgamated Asbestos Corp., Com.	8,125,000	1,875,000	7,500,000	110,000	—	35	9	33	27½	—	—	—	—	—	—
" " " Pref.	8,125,000	1,875 000	7,500,000	110,000	—	98	50	91½	89	—	—	—	—	—	—
B.C. Packers, A.	1,511,000	1,195,0 00	—	370,000	7	87	68	102	70	95	70	75	75	80½	59¾
" " B.	1,511,000	1,511,000	—	370,000	7	93½	68	101	75	75	75	75	75	80½	59¾
" " Com.	1,511,000	1,511,000	—	370,000	—	39⅛	25	(a)	—	—	—	—	—	—	—
Burt, F. N., Com.	750,0 00	750,000	49,000	63,000	6	96	59	59¼	53	—	—	—	—	—	—
" " Pref.	750,000	750,000	49,000	63,000	7	107⅞	94	93½	91	—	—	—	—	—	—
Canada Cement, Com.	13,500,000	10,500,000	5,000,000	75,000	—	25	15	(b)	—	—	—	—	—	—	—
" " Pref.	13 500,000	10,500,000	5,000 000	75,000	—	90⅜	78	(b)	—	—	—	—	—	—	—
Canadian Car & Foundry, Com.	35 000,000	5,000,000	3,500,000	644,000	—	65	60	(b)	—	—	—	—	—	—	—
" " Pref.	35 000,000	5,000,000	3,500,000	644,000	7	104	98	b)	—	—	—	—	—	—	—
Canadian Cottons, Com.	2,700,000	3,575,000	3,800,000	—	—	25	23¼	(c)	—	—	—	—	—	—	—
" " Pref.	2,700,000	3,575 000	3 800 000	—	—	73	71	(c)	—	—	—	—	—	—	—
Can. Gen. Electric Com.	4 700,000	2,000 000	267 000	1.829.000	7	120	104	123	101	108	83	136½	77¾	155	130
" Pref.	4,700,000	2,000,000	267,000	1 829,000	7	112	112	112	110	108¼	104	103	100	—	—
Confederation Life	100,000	—	—	1,324,000	15	300	300	277	275	—	—	—	—	285	272½
Crow's Nest Pass	6 212 000	—	—	156,000	—	92	75¾	100	75	130	120	310	260	—	—
Dominion Steel Corporation	35,000,000	—	—	—	—	67	50¼	(d)	—	—	—	—	—	—	—
" Iron & Steel, Com.	20,000 000	5,000,000	13,271,000	2,414,000	—	72½	62¾	72⅝	19	22½	14	25	12⅜	34½	20½
" " " Pref.	20,000,000	5 000,000	13,271,000	2,414,000	7	140	100	138	69⅞	110	100	102½	100	121	119
" Coal, Com.	15,000 000	3,000,000	6 492,000	583,000	4	91½	63¼	93¾	43	60	37⅛	70½	37	84¾	58
" " Pref.	15,000 000	3,00 ,000	6,492,000	583,000	7	120	105	120	96	103	85	112	85	122	113
" Textile, Com.	5,00 ,000	1,859,000	6,451,000	565,000	5	75	59¾	79¼	57½	67	40	47	42	—	—
" " Pref.	5,000,000	1,859,000	6,451,000	565 000	7	110	97	110	95	107½	78¼	99	75	109¾	95¼
Imperial Life	450.000	—	—	627,000	8	—	—	150	150	145	145	150	150	149	119
Lake Superior Corporation	40,000	—	10,000	550 000	—	—	—	33⅞	14⅜	17	3⅛	16⅛	4	23¾	14½
Lake of the Woods Milling, Com.	2,100,000	1,500,000	1,000,000	1,047,000	6+10	153	119	145½	97½	98¼	71	90	65	100	89
" " " Pref.	2,100 000	1,500,000	1,000,000	1,047,000	7	128	121	128	118	119	103	112	99¼	114	108½
Laurentide Paper, Com.	2,705.000	894,000	947,000	848.000	7	170	128	130	112	112⅛	93	93½	80	107⅛	89⅜
" " Pref....	2,705,000	894,000	947,000	848,000	7	165	130	131¼	112½	116	110½	110	98	114¾	106
Maple Leaf Milling, Com.	2,500,000	2,50C,000	—	—	—	57¼	40	( )	—	—	—	—	—	—	—
" " Pref.	2,500,000	2 500,000	—	—	7	99	88¼	(a)	—	—	—	—	—	—	—
Montreal Steel, Com.	700,000	800,000	—	393,000	7	165	98½	105	68	83¼	57	98¼	75	114	97
" " Pref.	700,000	800,000	—	393,000	7	135	115	117	101	105	92	106	92	115	106
Nova Scotia Steel, Com.	6,050,000	1,030,000	4,500,000	336,000	4	91½	68½	87½	51½	62	41⅞	79	45	74⅛	59½
" " " Pref.	6,000,000	1,030,000	4,500,000	336,000	8	125	118	122	114	115	108⅝	120	106	123¾	117⅝
Ogilvie Flour Milling, Com.	2,500,000	2,000,000	1,750 000	732,000	8	142½	119	144⅜	112	116	101	—	—	—	—
" " " Pref.	2,500,000	2,000,000	1,750,000	732,000	7	128	123	128	118½	130	114	121	110	130	123
Pacific Burt, Com.	650,000	650,000	—	—	—	45	39½	(c)	—	—	—	—	—	—	—
" " Pref.	650,000	650,000	—	—	—	95½	92¾	(c)	—	—	—	—	—	—	—
Penmans, Ltd , Com.	2,150,000	1,075,000	2,000,000	602,000	4	63½	51	66	42	50	29¾	33	29	—	—
" " Pref.	2,150,000	1,075,000	2,000,000	602,000	6	90	80	93½	84	85	62½	80	80	—	—
Rogers, W. A., Ltd., Com.	937,000	900,000	—	685,000	10	205½	146½	152	101	—	—	—	—	—	—
" " " Pref.	937,000	900,000	—	685,000	7	112	104½	111	97	—	—	—	—	—	—
Shredded Wheat, Com.	8,750,000	1.250,000	—	656,000	3	50	43	43½	29	32	30	—	—	—	—
" " Pref.	8,750,000	1,250,000	—	656,000	6	—	—	97½	97½	99	94	—	—	—	—
Western Canada Flour	1,500,000	—	1,051,000	401,000	8	145	145	(b)	—	—	—	—	—	—	—
Windsor Hotel	6,000,000	—	6,458,000	861,000	10	122	107½	120	100	105	96	107½	100	105	100

(a) Listed June, 1910. (b) Listed March, 1910. (c) Listed November, 1910.

LIGHT AND POWER COMPANIES

	$	$	$	$											
Consumers Gas	4,000,000	—	—	2,997,864	10	207	198	207½	195½	200	182	206	182	209	200
Mexican L. and P. Com.	13,585,000	2,400,000	20,000,000	663,854	4	89½	66	89	62	79½	45⅞	57½	35	70	47½
" " Pref.	13,585,000	2,400,000	20,000,000	663,854	14	103¼	99¼	107½	103⅜	108½	99	—	—	—	—

DOMINION TRUST COMPANY, LIMITED.

(Incorporated under the Laws of British Columbia.)

Head Office: VANCOUVER, B.C., Canada.

London Offices: PINNERS HALL, AUSTIN FRIARS, LONDON, E.C.

Authorised Capital, $2,000,000.
Paid-up, $696,772.

Subscribed, $1,235,700.
Reserve, $131,539.

Authorised by Act of Parliament, 1903.

To act as Confidential Agents for the investing of Public or Private Funds in First Mortgage Securities in Canada, and in other Legal Investments. To manage Estates.

To act as Executors, Assignees, and Liquidators. To act as TRUSTEES for Bond and Debenture Holders. To hold Property and Securities in TRUST for Persons, Firms, or Corporations. To Receive and Invest Sinking Funds and to allow interest on same.

BRANCHES:

MONTREAL, QUEBEC. REGINA, SASKATCHEWAN. CALGARY, ALBERTA. VICTORIA, B.C. NEW WESTMINSTER, B.C. NANAIMO, B.C., and LONDON, ENGLAND.

CANADIAN MUNICIPAL BONDS.

Constitute an Investment of the Safest Character, and Yield an Interest Return of from

4% 5%

Suitable for the investment of the funds of Banks, Insurance Companies, Trust Companies, Trustees, and Private Investors.

Canadian Industrial Bonds and Debentures can be purchased at prices to yield from 6 per cent. to 7 per cent. per annum. Interest payable in London or Canada.



DOMINION TRUST BUILDINGS, VANCOUVER, B.C.



DOMINION TRUST CO.'S BUILDING, VICTORIA, B.C.
NOW IN COURSE OF ERECTION.

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Funds Can be invested on First Mortgage on City property in Canada or on farm lands to yield the investor from 6 per cent. to 7 per cent per annum.

nterest collected and paid in Canada or London either quarterly or half-yearly.

Amounts can be placed on Mortgage in this manner in sums of £100 up to £20,000.

Intending investors are invited to call or write. Any information or advice relating to Canadian Investments given free.

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Telephone: 5237 CITY. Telegrams: DOMITRUCO, LONDON. Cables: VANDOM, LONDON; DOMINION, VANCOUVER.

Bankers: The Bank of Scotland, 19, Bishopsgate Street, E.C.
„ The Canadian Bank of Commerce, 2, Lombard Street, E.C.

General Manager: W. R. ARNOLD. London Manager: R. H. COURT.
Secretary: E. P. MILLER.

LEADING CANADIAN JOINT STOCK COMPANIES—Their Financial Position and Range of Prices for Five Years (*contd.*).

LIGHT AND POWER COMPANIES (*continued*).

Stock.	Last Report. Outstanding Common Stock.	Outstanding Preferred Stock.	Bonds and Debentures	Reserve Fund and Profit and Loss.	Dividend per cent. per annum.	Range of Price during the Last Five Years. 1910. High.	1910. Low.	1909. High.	1909. Low.	1908. High.	1908. Low.	1907. High.	1907. Low.	1903. High.	1903. Low.
Monterey L. and P.	4,100,000	500,000	48,660,000	206,000	7	76	73½	136¼	—	113	85	—	—	99½	86½
Montreal Power...	17,600,000	—	10,107,000	2,042,561	7	161¾	102⅝	108¾	100	—	—	96½	79	—	—
Ottawa L., H. and P.	1,520,000	—	—	—	5+2	131	109	103¾	80½	81	55	58	45	—	—
Shawinigan W. and P.	7,000,000	—	7,900,000	171,176	4	111½	92	103¾	114	135	110	160	110	171	152
Toronto Electric Light... ...	4,000,000	—	1,000,000	1,036,788	8	123¾	109	135							

BONDS.

Range During the Last Five Years.

Name.	Amount Issued. Stock.	Bonds.	Interest per Cent. per Annum.	1910. High.	1910. Low.	1909. High.	1909. Low.	1908. High.	1908. Low.	1907. High.	1907. Low.	1906. High.	1906. Low.
	$	$											
Canadian Car and Foundry Company ...	8,500,000	3,500,000	6	105	102½	Issued in 1910		—	—	—	—	—	—
Canadian Cement	24,000,000	5,000,000	6	99½	95	Issued in 1910		—	—	—	—	—	—
Canadian Coloured Cotton	2,700,000	2,000,000	6	100½	98½	95	—	100	92	98	92½	100	95
Canadian Northern 5 per Cent. Debenture	55,000,000	95,412,202	5	88	83⅝	—	—	—	—	—	—	—	—
Commercial Cable	23,000,000	20,000,000	4	99½	96	89	84½	87½	81½	95	89	97	93
Dominion Coal	*18,000,000	6,492,648	5	105	99½	93	90	101	99	100	90	102½	99
Dominion Cotton	—	3,354,160	6	102	97½	98¼	94¼	101	99	96	90	100½	96
Dominion Iron	125,000,000	13,271,500	5	98¼	95	95	77½	80¼	70¾	80½	64½	87	79
Dominion Textile A	6,859,030	6,451,058	6	95	92	96	91¼	95	83¼	92¼	80	90	90
„ „ B	6,859,030	6,451,058	6	97	94	93⅝	82	96	82	92	79	93	90
„ „ C	6,859,030	6,451,058	6	97	94	96¼	92	92	85	92½	80	100	90
„ „ D	6,600,000	8,150,000	6	55⅝	80⅝	78⅝	80	84	70	84	72	100	91
Electrical Development of Ontario ...	1,400,000	600,000	5	102	101	100	97½	103	97½	99¾	93¾	105	85
Halifax Electric Railway	—	750,000	6	106	102	105	98	102	98	97	—	—	102¾
Keewatin	3,600,000	1,000,000	6	112	108	107½	102½	108	102½	100	113	—	—
Lake of the Woods Milling Company ...	3,600,000	947,305	6	111	108	107½	101	110	104	104	110	111	106
Laurentide Pap r Company	6,000,000	5,857,900	5	101½	98	112	103	112	110	70½	82⅝	106	75
Mexican Electric Light	15,985,000	11,728,500	5	89	87	90	79	84½	78½	76⅝	88½	77½	77½
Mexican Light and Power	—	—	4	—	—	—	—	—	—	—	—	—	—
Montreal City 4 per Cent.	—	—	7	—	—	—	—	—	—	—	—	—	—
„ „ Light, Heat and Power Company	17,000,000	10,107,000	4½	101	98½	101½	98½	99½	91¼	99	90	102½	101
Montreal Street Railway	10,000,000	4,121,833	4½	175	175	175	160	175	97	104½	97	106½	102½
Ogilvie Flour Mills	4,500,000	1,750,000	6	98½	98	99½	98	105	105	105	105	115	111
„ „ B...	4,500,000	1,750,000	6	115	110	115	108	115	105	105	105	115	111
Province of Ontario	—	3,500,000	5	112	110	112	106½	106½	—	—	—	—	—
Penmans, Limited	3,225,000	2,000,000	5	101½	101½	101½	—	—	—	—	—	—	—
Quebec Railway Light, Heat and Power Company	9,500,000	8,601,000	5	87	87	87	108	138½	105	105	105	111	101
Rio de Janeiro Trams	37,500,000	10,335,326	5	99	99	99	89	92½	72	78½	67	74½	74½
São Paulo Trams	10,000,000	6,000,000	5	106½	102	106	96	97½	90½	95	91	94	94
St. John Railway	800,000	1,000,000	5	102	102	102	100½	104	—	104	103½	101½	101½
Winnipeg Electric Railway	7,458,000	5,000,000	5	103½	102½	106	102½	106½	99	105½	99½	106	105½

* $15,000,000 Common Stock Assumed by Dominion Steel Corporation.
† $20,000,000 „

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LEADING CANADIAN JOINT STOCK COMPANIES—Their Financial Position and Range of Prices for Five Years (*contd.*)

TRANSPORTATION COMPANIES.

Stocks.	Last Report. Outstanding Common Stock.	Last Report. Outstanding Preferred Stock.	Last Report. Bonds and Debentures	Last Report. Reserve Funds and Profit and Loss.	Dividend per cent. per annum.	Range of Prices in Last Five Years. 1910. High.	1910. Low.	1909. High.	1909. Low.	1908. High.	1908. Low.	1907. High.	1907. Low.	1906. High.	1906. Low.
	$	$	$	$											
Canadian Pacific Railway Co.... ...	180,000,000	55,616,666	176,333,683	—	10	202	177	189⅞	166	180	142	195⅜	140	201	155
Halifax Electric Tramways ...	1,400,000	—	600,000	437,802	7	182	177	124¾	106¼	107	95	101⅜	87¾	108	101
Havana Electric C m.	7,463,703	5,000,000	8,627,731	1 024,465	6	95½	93	103	39	39½	20	45¾	21	52	35⅝
" Pref.	7,463,703	5,000,000	8,627,731	1,024,465	6	94⅛	92½	99⅛	43½	86	68½	86	68	97½	79
Mexico Tramways	11,487,400	—	15,087,500	2,691,338	7	127	117⅝	146	122	139	97	61	58¾	—	—
Minn., St. Paul, and S.S.M. Com.	20,832,000	10,416,000	61,674,000	10,338,025	7	145¼	114	148¼	134	135	80¼	103⅜	65	163	134
" Pref.			—	—	—	152½	152	160	157¼	149⅜	135	125⅞	125⅞	183⅜	163½
Montreal Street Railway	10,000 000		4,421 863	2,988,712	10	254¾	213½	223¾	203	204½	170½	239	157	284	211
Niagara Navigation	701,000		—	133 000	8	136	125	137	123¾	120	105	126¼	105	133½	117½
Northern Navigation	1,000,000		—	58,642	8	122	101	125½	97	100½	83	104	79¾	110¼	80
Porto Rico Railway Co.	3,000,000		2,941,500	142 380	—	—	—	52	85	—	—	—	—	—	—
Quebec Railway L. and P. Co. ...	9,500 000		2,.00 000	—	—	61¾	34	—	—	—	—	—	—	—	—
Richelieu and Ontario Nav. Co. ...	3,134,000		1,183,573	378,700	6	95	77	94⅜	77	78	62	82¾	48⅜	89	69¾
Rio de Janeiro T. Co.	37,500,000		40,336,326	1,707,936	5	105	87¼	103½	79	80	29½	48	26¾	48	38¾
Sao Paulo T. L. and P. Co	10,000,000		6,000,000	2,597 507	6	133	135	161	112¼	157	113	138¼	100¾	145¼	135
St. John Railway	800,000		1,000,000	173,000	6	105¾	100¼	101⅛	100	100	100	105	95	110	105
St. Lawrence Navigation	860,000			133 000	8	119	90	128¼	105¾	126¼	109	127¼	116	148	120
Toronto Railway Co.	8 00,000		3,908,327	2,968,600	7	129⅜	110¼	130	107¾	107¼	94⅜	115⅝	83	125¼	104
Winnipeg Electric Railway	6,000,000		4 458,000	861,430	10	199¼	176	190	156	171¾	132¼	186¾	126¾	190	163

Persons desirous of making

INVESTMENTS IN CANADA

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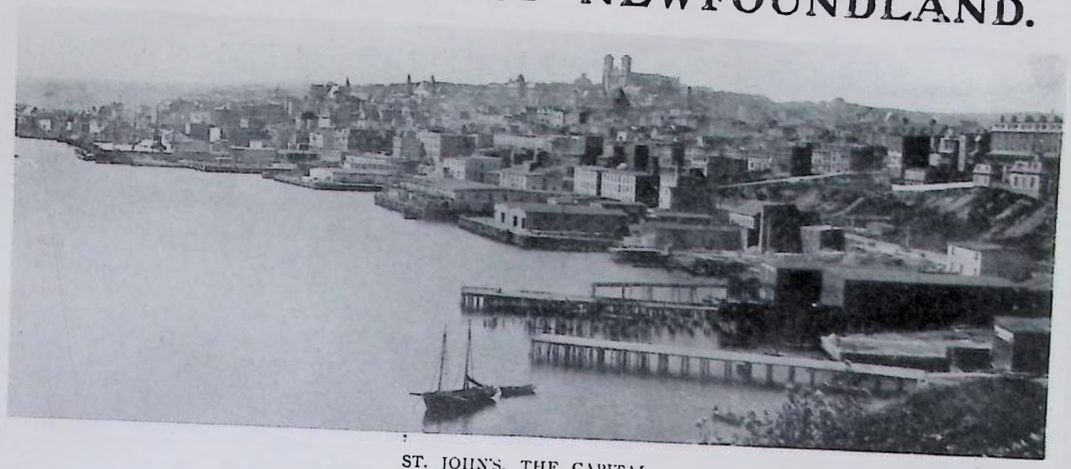
An income return of 5 to 6 per cent. may be obtained with safety from the following high-grade Bonds, which carry our recommendation:

	Income Yield Per Cent.
TORONTO & YORK RADIAL RAILWAY 5's, due 1919. (Guaranteed by Toronto Railway Company)	5
INTERNATIONAL TRANSIT COMPANY (Guaranteed) 5's, due serially 1912-1925 ...	5¾
DULUTH STREET RAILWAY GENERAL MORTGAGE 5's, due 1930. (Guaranteed by Duluth-Superior Traction Co.)	5¼
NOVA SCOTIA STEEL & COAL CO. First 5's, due 1959	5.20
CANADIAN NORTHERN RY. EQUIPMENT 4½'s, due 1917	5
WESTERN CANADA FLOUR MILLS CO. 6's, due 1928	5.55
INTERNATIONAL MILLING CO. 6's, due 1930	6
STEEL COMPANY OF CANADA 6's, due 1940 ... ... (about)	6
DOMINION CANNERS, LIMITED, 6's, due 1940	6

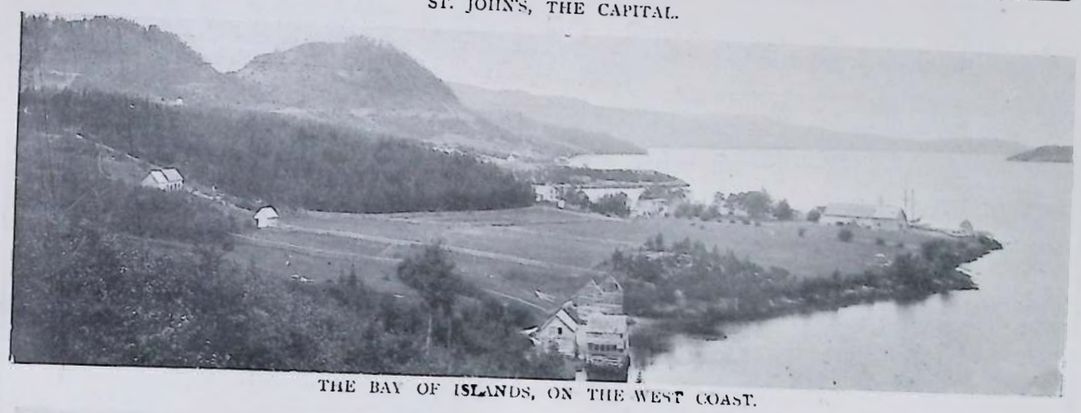
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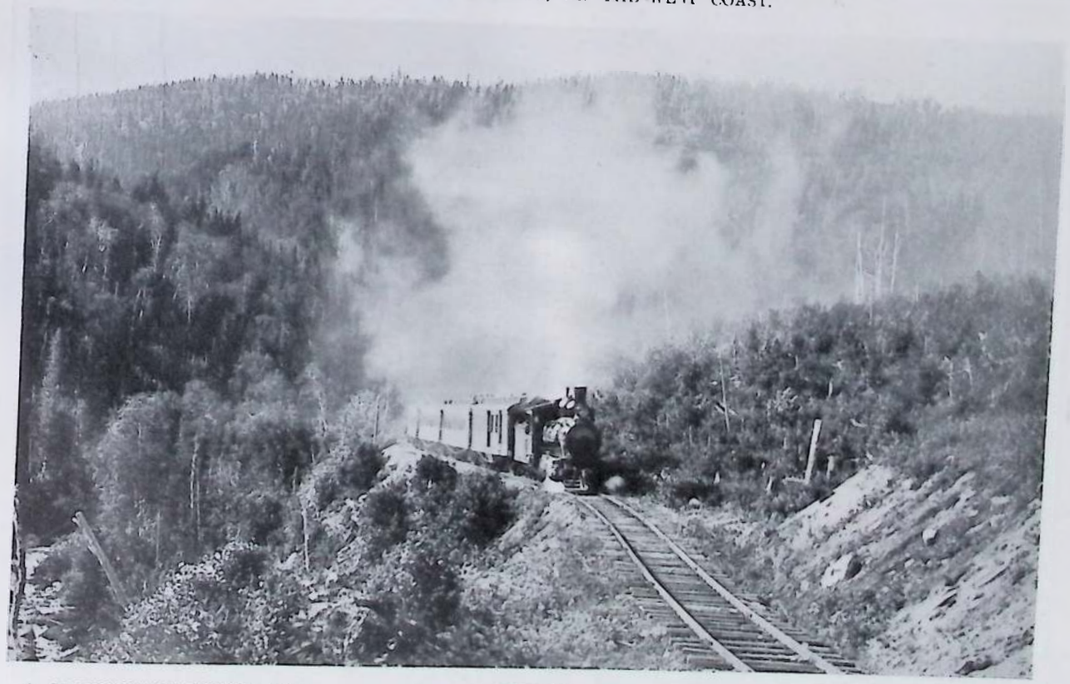
THE CHARMS OF NEWFOUNDLAND.



ST. JOHN'S, THE CAPITAL.



THE BAY OF ISLANDS, ON THE WEST COAST.



A PICTURESQUE ROUTE: ONE OF THE REID-NEWFOUNDLAND COMPANY'S TRAINS RUNNING THROUGH FOREST SCENERY.

THE SASKATCHEWAN INVESTMENT AND TRUST CO., LIMITED.

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The Company offers two classes of business—either the purchase and re-sale of land with their own money, or investments, guaranteed by the Company and secured by specific first mortgage on real estate.

We bought for clients residing in Great Britain land in Western Canada last March at $12 per acre and sold it for them in August at $18 per acre, realising a clear profit of $6 per acre (50 per cent. on money invested) in five months. WE CAN DO THE SAME FOR YOU WITH SUMS OF £500 AND UPWARDS.

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The Company controls 250,000 acres of land in Saskatchewan and Alberta, all of which has been selected by experts. We offer to settlers either improved farms or unimproved farm lands on easy terms, either by crop payments (one dollar per acre down and half crop per year till land is paid for) or by usual instalment system. Purchasers are piloted from any point in the United Kingdom direct to their property, and are afforded assistance in building houses and breaking and fencing land.

CANADIAN ISSUES IN ENGLAND DURING 1910.

The following table shows the Canadian Issues in England during the year 1910. The total was £36,432,658. Of this amount £9,000,000 was required by the Government of Canada; £2,000,000 by the Provincial Governments of Manitoba and Saskatchewan; £7,618,000 by railways; £2,823,508 by various municipalities; £10,531,170 by industrials (including lumber, iron and steel, coal and oil companies); £589,980 by land companies; £240,000 for mining development; £650,000 by trust companies; £200,000 by life assurance companies; and £100,000 by the Molsons Bank. In addition the Newfoundland Government obtained £800,000, and industrial concerns in that Colony £620,000. The sum of £1,250,000 was borrowed by the Rio de Janeiro Tramway, Light and Power Company, in which Canadians are interested.

Date of Issue.	Amount.	Description.	Issue Price.	Brokers.
			Per cent.	
Jan. 10	£300,000	5 per cent. First Mort. Sterling Bonds, Ocean Falls Co., Ltd. ...	97¼	
,, 14	£325,400	4½ per cent. Deb. Bonds, City of Calgary	103½	
,, 15	£1,000,000	4 p.c. Red. Deb Stock, Grand Trunk Pacific Rly. Co., Ltd. ...	92½	
,, 19	$1,000,000	6 per cent. First Mort. Gold Bonds, Canada Cement Co.	par.	
,, 20	£4,000,000	3½ per cent. Red. Stock, Dominion of Canada	99	
Feb. 3	$2,350,000	6 p.c. First Mort. Bonds, Canadian Car and Foundry Co., Ltd. ...	103	Messrs. Higginson & Co.
,, 17	£123,200	4½ per cent. Bonds (Town of St. Louis), City of Montreal	109	Messrs. J. & A. Scrimgeour.
,, 21	$7,103,000	5 per cent. Sinking Fund Gold Coupon Bonds, Amalgamated Asbestos Corp., Ltd. ...	92½	Messrs. Kitcat & Aitken.
,, 23	£530,000	4½ per cent. Perp. Cons. Deb. Stk. B.C. Electric Ry. Co. Ltd. ...	100	Messrs. Sperling & Co.
Mar. 7	£1,000,000	4 per cent. Perp. Cons. Deb. Stock, Can. Northern Ry. Co. ...	95	Sperling & Co.
,, 9	£200,000	6 per cent. 1st. Mort. Deb., West Can. Collieries, Ltd.	95	Bourke, Schiff & Co.
,, 17	£143,808	4½ per cent. Deb., Town of Maisonneuve, Montreal	106	R. Nivison & Co.
,, 18	$6,250,000	Captl. Stck. of the Co., The Rio de Janeiro T. L. & P. Co., Ltd. ...	par.	
,, 20	$500,000	4 per cent. Cons. Regd. Stock, City of Winnipeg	103	J. & A. Scrimgeour.
,, 31	£30,000	£1 Shares, Newfoundland Oilfields, Ltd.	par.	Foster and Braithwaite.
April 6	£400,000	£1 Ord. Shares, The Dominion of Canada Trust Corp., Ltd. ...	par.	Messrs. Paul E. Schweder & Co.
,, 6	£1,270,500	4 per cent. First Mort. Sterling Bonds, The Grand Trunk Pacific Branch Lines Co.	98½	Messrs. Coates, Son & Co.
,, 11	£300,000	5 per cent. Deb. th. Western Canada Land Co., Ltd.	par.	
,, 11	£97,500	4 per cent. First Mort. Bonds, Central Counties Railway Co. ...	90	Messrs. J. & A. Scrimgeour.
,, 12	£39,500	5 per cent. Mort. Deb. Stock The British Columbia Development Association, Ltd.	105	
,, 17	£1,500,000	5 per cent. First Mort. Deb. Stock, The Canadian Western Lumber Co., Ltd.	88	Messrs. Ellis & Co.
,, 21	£1,000,000	4 per cent. Reg. Stock, Prov. of Manitoba	£103	Messrs. Mullens, Marshall & Co.
,, 25	£160,000	5s. Shares, Standard Oil Co. of Canada, Ltd.	par.	G. C. Howard; Messrs. Moy, Hardman & Co. Messrs Eadon & Dutchman.
,, 29	£50,000	5s. Shares, Newfoundland Oil (Parent) Development Syn., Ltd.	par.	Messrs. Heinemann & Porshouse.
,, 30	£75,000	£1 Shares, Canadian Oil Producing and Refining Co., Ltd. ,,	par.	Messrs. Fremantle & Co.; Messrs. Thompson, Batson & Co Messrs. Parsons, Mackechlan & Guthrie.
May 5	£3,000,000	3½ per cent. Stock, Govt. of the Dominion of Canada	£99 10s.	Messrs. R. Nivison & Co.
,, 6	£2,054,800	5 per cent. First Mort. Gold Bonds, Canadian Collieries (Dunsmuir) Ltd.	95	
,, 17	£300,000	5 p.c. First Mort. 50 year Gold Bonds, Nova Scotia Steel and Coal Co., Ltd.	95	The Canadian Agency.
,, 23	£950,000	4 per cent. First Mort. Deb. Stock, The Duluth, Winnipeg and Pacific Railway Co.	92½	Messrs. Sperling & Co.; Messrs. Cutler & Lacy.
,, 27	£256,800	5 per cent. First Mort. 30 year Gold Bonds, The Calgary Power Co., Ltd.	92	Messrs. John Prust & Co.; Messrs Arthur Wheeler & Co.
,, 28	£70,000	6 p.c. Cum. (and Part.) Pref. £1 shares Pryce Jones (Can.) Ltd.	par.	Messrs. Laing & Cruickshank.
,, 30	£250,000	£10 shares The Canadian and Empire Investment Trust Co. ...	par.	Messrs. R. Nivison & Co.; Messrs. J. & A. Scrimgeour.
June 11	£288,000	4½ per cent. Deb. The City of Edmonton	103	The Canadian Agency.
,, 15	£800,000	6 p.c. First Mort. Deb. Dominion Sawmills & Timber, Ltd.	95	Messrs Laurence, Sons & Gardner; Messrs. Joseph Schag & Co.; Messrs. Fenn & Crosthwaite.
,, 17	$500,000	$100 Shares, Cap. Stock, The Molsons Bank	216	Messrs. Sperling and Co.
,, 17	£453,600	4 per cent. Consolidated Stock, The City of Vancouver, B.C. ...	£109 10s.	Messrs. J. & A. Scrimgeour.
,, 28	£160,000	6 per cent. First Mort. Sterling Bonds The Swanson Bay Forests, Wood Pulp and Lumber Mills, Ltd.	par.	Messrs. Govett, Sons & Co.; Messrs. Wise, Speke & Co.; Messrs. R. J. Tilney & Co.; Messrs. MacNair, Allen Young, and Rowan.
July 1	£770,000	5 per cent. First Mort. 50 year Gold Bonds, The Algoma Central and Hudson Bay Railway Co.	90	Messrs. R. Nivison & Co.
,, 6	£49,370	49,370 6 per cent. Cum. First Pref. Shares National Drug and Chemical Co.	21s. per £1 share.	
,, 11	£924,600	6 p.c. First Mort. and Collateral Trust Bonds, The Steel Co. of Canada, Ltd.	102½	Messrs. Fielding, Son & McLeod; Messrs. Laing & Cruickshank; Messrs. Cutler & Lacy; Messrs. Lawson & Ormrod
,, 11	£800,000	3½ p.c. Inscribed Stock, The Government of Newfoundlond ...	97½	Messrs. Coates, Son & Co.
,, 11	£105,100	4½ p.c. Debentures, The City of Fort William, Ontario	101½	Messrs. J. & A. Scrimgeour.
,, 13	£40,000	24,000 Shares First New B.C. Goldfield, Canada, Ltd.	2s.	Messrs. H. M. Steinhart & Co.
,, 18	£2,000,000	3 p.c. First Mort. Sterling, Grand Trunk Pacific Rly.	82½	
,, 20	$1,000,000	$100 Shares, The Union Life Assurance Co.	£24 12s. per share	
,, 21	£100,000	£1 Shares, The British Columbia Mines, Land and General Finance Co., Ltd.	par	Messrs. Norman Paine, Noakes & Co.
Aug. 3	£94,600	4½ per cent. Deb., The City of Regina	101	Messrs. R. Nivison & Co.; Messrs. J. & A. Scrimgeour.
Oct. 8	£1,000,000	4 per cent. Sterling Reg. Stock, The City of Montreal	101½	
Nov. 2	£400,000	5 per cent. First Mort. Deb. Stock, The Canadian North Pacific Fisheries, Ltd.	99	
,, 2	£88,600	4½ p.c. Debentures, The City of Saskatoon, Saskatchewan	101¼	Messrs. R. Nivison & Co.; Messrs. J. & A. Scrimgeour.
,, 7	£100,000	Ordinary Shares, Hawthorne Silver and Iron Mines, Ltd.... ...	par (4s.)	Messrs. Silverthorne, Leppard & Co., Douglas Cairney, Esq.
,, 7	£200,000	Ordinary Shares, Canadian Mills & Timber, Ltd.	par 4s.)	
,, 12	£500,000	5 per cent. First Mort. Deb. Stock, The Anglo-Newfoundland Development Co., Ltd.	par	
,, 14	£101,300	4½ per cent. Debentures, The City of Moose Jaw, Sask.	101½	Messrs. R. Nivison & Co.; Messrs. J. & A. Scrimgeour.
,, 14	£1,000,000	5 per cent. First Mortgage Bonds, Price Bros. & Co., Ltd.... ...	87	
,, 21	£250,480	Shares, The Anglo-Canadian Lands, Ltd.	par (£1)	Messrs. Magniac, Williamson & Co.; Messrs. B. S. Stock, Son & Co.
Dec. 10	£1,000,000	4 per cent. Reg. Stock, Government of Saskatchewan	101	Messrs. Mullens, Marshall & Co.

CANADIAN ISSUES IN SCOTLAND DURING 1910.

During last year the following issues were made by Scottish-Canadian companies in Scotland:—

DATE OF ISSUE.	NUMBER OF SHARES.	DESCRIPTION.	ISSUE PRICE.	BROKERS.
March 11	25,000	£10 shares, British Canadian Trust, Ltd. (Each share since sub-divided into two shares of £5 each, one of which is a 4½ Cum. Pref. share and the other an Ordinary share)	Par	*Secretaries*—Moody Stuart and Robertson, C. A., Dundee.
April 7	25,000	£10 shares, Dominion of Canada Investment and Debenture Company, Ltd. (Each share since sub-divided into two shares of £5 each, one of which is a 4½ Cum. Pref. share and the other an Ordinary share)	Par	Kidston, Goff, and Findlay, Glasgow.
July 12	10,000	£10 shares (on which £2 per share will be paid up), North of Scotland Canadian Mortgage Company, Ltd. (*Issued to existing shareholders*)	45 - per share Premium	*Secretary*—George Mollison, 201, Union Street, Aberdeen
May 7	27,500	£1 shares, Scottish Canadian Fruit and Land Company, Ltd.	Par	Macnair, Allan, Young, and Rowan, Glasgow

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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Investment Possibilities

of Canadian Securities

The marked industrial expansion that is taking place in the Dominion makes it possible for the individual to invest his money with perfect safety in Canadian securities affording a much higher return than is possible in most other countries.

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The investor in industrial and public utility securities oftentimes has the opportunity of securing a bonus of common stock along with the bonds or preferred stock purchased. This enables him in addition to obtaining an attractive return on his investment, to share directly, through the common stock, in the profits of the company.

We have prepared a pamphlet containing particulars of a number of attractive investments and will be pleased to forward a copy on application. Our Statistical Department is in a position to make reports on all established Canadian Securities, and, in addition, issues a weekly circular containing a general market review and information in regard to the individual companies, which will be mailed upon request.

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CANADIAN BANKS.

The Canadian Chartered Banks, prominent announcements of most of which are published in the financial section of this Annual, have played, and are playing, a very large part in the development and progress of the country. Having their head offices in Eastern Canada, in most cases in either Montreal or Toronto, they establish and maintain branches throughout the whole country. As soon as a little place in any part of the Dominion grows to any importance as a centre of local trade, or shows any distinct signs of doing so, a branch of one or other of the chartered banks is established there. The importance of this provision of banking and financial convenience for both business men and settlers, by institutions in which complete confidence may be placed on account of their undoubted stability, cannot be over-estimated. Not only are finances for the development of a district found in this way, but the fact that the various branches are under the close supervision of the high officials of the bank, who can take broad and long-sighted views of a situation, and are also conservative enough to "make haste slowly," ensures that the local managers who greatly control the local position of affairs will check undue speculation while affording assistance to legitimate enterprise. This excellent system directly and most beneficially affects not only the country at large, but all who are interested in its business, from the wholesaler who provides to local merchants groceries, clothes, or hardware, right down to the far-off resident of an English home who is drawing interest from a mortgage loan on a business building in a Western town or a farm in the Western Provinces.

Some of the Canadian banks have opened offices in London to facilitate their British business. From these London offices British investors may obtain advice with regard to Canadian investments. Others are represented in Great Britain by well-known British banks. Particulars of these arrangements are in most cases given in the announcements to which we have already referred.

The object of this note is directly to point out to all classes of investors and business men in Great Britain that through the Canadian banks and their branches they can transact business as easily and safely with any portion of the Dominion of Canada as with the British town in or near which they themselves reside.

INVESTMENT FIRMS.

In Montreal.

Naturally the rapid increase of Canada's population and wealth and the rapid development of her natural resources provide opportunities for very remunerative investment. The growth of the cities necessitates the issuing of bonds and debentures to raise money for public improvements, and a thousand and one enterprises are established to supply the wants of the growing population. The securities of these companies provide in many cases excellent opportunities for the investment of money, both because the yield per cent. is higher than is earned on the securities of similar enterprises in Great Britain and also because the continual increase of business is in a great degree a guarantee of continued prosperity. British investors who wish to avail themselves of these investment opportunities can easily do so now through Canadian investment firms. The principals of these houses are naturally closely in touch with Canadian conditions, and can satisfy themselves, by personal inspection, of the soundness of any enterprise before they offer its bonds or other securities for investment by their clients. A large number of the announcements of these firms appear in the pages of this publication. From these announcements readers can in most cases see at a glance what classes of securities are handled and, by correspondence, can obtain first-hand and expert information and advice. Among the financial firms we might mention in this connection are The Investment Trust Co., of Montreal, which has recently been forced by its growing business to double its capital; The Montreal Securities Corporation, Ltd., of Montreal; The Dominion Bond Co., which has offices in Montreal, Toronto, and Ottawa; The Canada Securities Corporation; Messrs. Hanson's Investment Co.; Messrs. McCuaig Bros. and Co., all of whom are closely in touch with many important and successful Canadian industrial and public utility enterprises.

Mention should also be made of the Corporation Agencies, Ltd., which has recently been organised for the purpose mentioned in its announcement, and which should have a very important and useful future.

In Toronto.

The city of Toronto vies with Montreal as a financial centre. Like Montreal, it is the headquarters of a large number of important banks, trust companies, and financial firms. These include important firms handling Government and municipal bonds, among which we may at once mention Messrs. Wood, Gundy and Co., who keep closely in touch with British clients and British markets through their office in Threadneedle Street, London, E.C. Messrs. A. E. Ames and Co. handle chiefly the bonds and shares of high-class industrial enterprises. In Toronto also are the head offices of The Standard Loan Co., whose London office is at Old Trinity House, Water Lane, E.C.; The National Trust Co., Ltd., whose agents in Great Britain are Messrs. Thomson, Dickson and Shaw, W.S., of Edinburgh; and The Guardian Trust Co., Ltd., all of whose announcements appear in these pages, and will repay investigation by our readers. In this section of this book are also notices of some of the most important of Canadian life assurance, fire, and general insurance offices. The Canada Life Co., the oldest Canadian life office; The Sun Life of Canada, distinguished for its liberal annuity policies; The British-American Association; and The Western Assurance Co., the increase of whose British business has been marked by their recent occupation of much larger premises.

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They can, if they so desire, receive early information of all new investment offerings in Montreal, Toronto, etc., which are usually far more attractive than are offered publicly in London.

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CAPITAL - - - - -	$1,400,000.00
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LANDS, TIMBER AND INVESTMENTS.

The Western Provinces and British Columbia.

PEOPLE resident not only in the United Kingdom but in the other States of the Empire, whose imagination is fired by the progress and prosperity of Western Canada, continually enquire how they may themselves participate in some one or other of the remunerative investment opportunities afforded by the development of the country. Intending investors ask of whom they can make enquiries, in whom they may place confidence, and, finally, how they may assure themselves of safety in completing the transactions into which they enter. Manufacturers and wholesalers, importers, and others enquire how they may take advantage of the expansion of trade in their respective lines in Canada. Answers to most of these enquiries will be found in this volume, where they are primarily set forth in the reading matter and equally clearly in the many advertisements of real estate and financial firms, business brokers, manufacturers' agents, importers, and others. Any or all of these firms invite correspondence, and will be glad to provide full details of opportunities in their various lines. The intending investor, for instance, need only select a firm or firms in the district or districts he has in contemplation, advise them of the particular form of security he favours, and the amount he desires to invest. His request for definite information and advice will meet with a ready response. All firms of any standing can refer new clients to their banks for information as to their reliability; many firms have offices or agents in Great Britain, and a considerable number have already a large British clientele, and can refer enquirers to British investors with whom they are already doing business. The names of a very large number of reputable Canadian firms appear in the advertisement pages. Such firms as these are practically brokers of Canada's natural and other resources and of the investment opportunities that arise from their development. They are open to do business of large or small extent either with important companies or with private individuals. Some of these firms,—as, for instance, those in Winnipeg and Calgary—have already been mentioned in the Manitoba and Alberta sections of this book. In mentioning others we may commence with those in the Province of British Columbia.

Victoria is the headquarters of Messrs. Leonard Reid and Co., who are largely interested in timber and real estate, farm lands, etc., Timber and farm lands are also offered by Messrs. Plummer and Rideout, who also, as financial agents, do an important business in first mortgages. Messrs. Pemberton and Son, the well-known real estate and financial agents of Victoria, handle business, suburban and country properties, in the city of Victoria and throughout Vancouver Island, and are also largely interested in lands in the northern portions of British Columbia which are soon to be opened up by the Grand Trunk Pacific Railway. They also offer to investors first mortgages, bearing 7 to 8 per cent. per annum, on business blocks, dwellings, and farm properties. The British Columbia Land and Investment Agency, Ltd., whose head office is in Essex Street, Strand, London, W.C., have their chief office for Canada in Victoria. They manage estates for persons resident in the United Kingdom and Canada, and invest money for clients on first mortgage. Mr. F. G. Heal, Jr., of Victoria, offers farm lands in the northern districts of British Columbia at prices varying from £2 to £3 per acre.

Many Vancouver firms figure in this Annual. Among them is Pretty's Timber Exchange, which owns and controls large tracts of timber lands, and invites correspondence both from investors in timber lands and also merchants and others in the timber trade. This company is represented in London by the British-Canadian Securities, Ltd., Pinners' Hall, Austin Friars, E.C. Timber, coal, and grazing lands are offered by Messrs. F. N. Trites and Co., of Vancouver, who handle all classes of city property and farm lands. The Canadian National Investors, Ltd., of Vancouver, handle lands in various parts of the Province, and offer guaranteed investments in Vancouver real estate. The North Coast Land Co., whose head office is in Vancouver, are financially represented in London by the Anglo-Canadian Finance Co., Ltd., while their British sales agents are Messrs. Lumley and Co., of St. James Street, London. They are largely interested in real estate both in the coast cities and also in lands in Fort George, Nechaco Valley, and Bulkley Valley districts. British Columbia real estate and mortgage investments are also represented by The John Macleod Co., Ltd., of Vancouver. This company is in close touch with all districts of the Province, being therefore able to offer practically any kind of proposition and to give reliable information on all points. The firm does a very large business in first mortgage investments which yield their clients from 6 to 7 per cent. per annum. First mortgage and kindred business is also the speciality of the Dominion Trust Co., Ltd. The head office of this firm is in Vancouver; they have offices in other parts of British Columbia and in the Western Provinces, and also have an office at Pinners' Hall, Austin Friars, London, E.C., through which they are in close touch with British investors. Although mortgage investments are the speciality of this firm, they can, owing to their important position, advise their clients on all matters of interest in the country. Messrs. E. V. Alburty and Co., of Vancouver, are representatives of the building trade, which is so prosperous in British Columbia just now. This firm are dealers in all kinds of building materials and builders' specialities, and solicit correspondence from manufacturers of these lines of goods who wish to increase their business by cultivating a trade for their materials in British Columbia.

In New Westminster, B.C., is the head office of the Settlers' Association of British Columbia, who offer fruit lands, farms, and farm lands in blocks of all sizes from two acres upwards. Messrs. Kennedy Bros., of New Westminster, specialise in New Westminster city and district real estate, and also, amongst other things, handle farms, farm lands, fruit lands, and timber properties. An interesting advertisement is that of the Columbia Valley Irrigated Fruit Lands, Ltd., who offer lands suitable for fruit-growing at Invermere and Windemere, in the beautiful Columbia River Valley.

Fruit lands in the Kootenay district are represented by the Kootenay district agency, whose office is in John Street, Adelphi, London, W.C.

Turning to the Province of Saskatchewan, the head office of the Saskatchewan Investment Trust Co., Ltd., is in Saskatoon. The company has branch offices throughout Saskatchewan, and has a London office in Cannon Street. The company is largely interested in farm lands in the Western Provinces, and arranges to assist settlers on its lands in their early farming operations. The company also does a very important business in first mortgages, investing money in this class of business both for its clients and for itself. Another Saskatchewan firm is that of Messrs. Tracksell, Anderson and Co., whose head office is in Regina, and who also have an office in Victoria, B.C. The interests of this firm include farm lands, city real estate, mortgage loans, and school, municipal, and corporation bonds and debentures.

Britishers who are interested, or who are inclined to become so, in Fort William, Ontario—which city, situated at the head of navigation on Lake Superior, is looking forward confidently to an important future—will find in the Ontario section of this Annual the announcement of Mr. G. R. Duncan, who is a prominent real estate and financial agent in Fort William.

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BRITISH TRADE IN CANADA: —THE NEED FOR— GREATER ENTERPRISE.

AMONG all classes in Canada there undoubtedly exists a strong desire to buy goods from British sources whenever possible. This desire is reflected in the tariff preference on British goods, amounting approximately to a reduction of 33 1-3 per cent. on the tariff enforced upon competing foreign goods. To secure preference over the latter, however, British manufacturers require to be on the alert, and to show more enterprise than they do at present.

This fact was strikingly brought out, in a recent report on the conditions and prospects of British trade in Canada, by Mr. Richard Grigg, the Special Commissioner of the Advisory Committee to the Board of Trade on Commercial Intelligence. He said:—"The lesson pressed home every day and hour is that Americans are more aggressive in trade methods, spend more money in selling their goods, are more careful to supply exactly the article required, are quicker to make any suggested change in pattern, smarter in business methods and in design of goods, quicker in delivery (even when due allowance is made for difference in distance), and advertise more fully and with greater judgment." Touching upon the importance of the question of quick delivery, Mr. Grigg declared that if British industry was to claim its fair share of the market due to the great and certain development of this vast and wonderful country, it would be necessary for heads of firms themselves to visit Canada, and in such a visit not to be content with a trip to Toronto, or even Winnipeg, but to see the great West in such a way as to realise in some degree what its future trade must be. The men who went out for business purposes should be thoroughly competent, and able to speak with sufficient authority at home to command attention for the lessons they learned. While British trade in Canada was considerable, he was persuaded that determined effort could substantially enlarge the exports to Canada of most articles, and largely increase the aggregate trade.

Speaking of the goods in which British manufacturers are still predominant, Mr. Grigg said that textiles formed the strongest and most secure part of British trade with Canada, and amongst them woollens were pre-eminent. In all branches of woollen manufactures, except ready-made woollen clothing (of which a slightly larger proportion comes from the United States and Germany), the United Kingdom was supreme. The same remark applied to manufactures of linen, and to cotton fabrics, cashmere hosiery, velveteens, and cotton curtains. These three textile groups accounted for a little over 44 per cent. of the total imports of manufactured goods from the United Kingdom into Canada. Other commodities in regard to which the United Kingdom had a long lead, and appeared to be maintaining it, were carpets, laces (except some especial kinds of Continental manufacture), oilcloth and linoleum, whisky, certain kinds of earthenware, and china, common glass, and pickles and sauces.

Mr. Grigg made an important point regarding trade representation. British manufacturers, he said, had depended very much in the past upon merchants and agents, whilst their competitors from the United States had made great efforts to get into direct contact with the consumer. The United States travellers in Canada were almost entirely manufacturers' travellers, who had much more knowledge of the products which they sold than had the ordinary British traveller, who was, in the main, a merchants' traveller. He urged the alteration of the mistake, and pointed out, in support of his contention, that it was a most instructive fact that in one great branch of the Canadian import trade in which the United Kingdom might be described as supreme—the dry goods trade—business was conducted more directly between the Canadian buyer and the United Kingdom producer or merchant than in any other. He also suggested greater attention to the packing of certain imports, and urged the desirability of more energetic and better planned advertisement. Where British traders did advertise it was said that they frequently failed to do so in the right way and in the most suitable journals, whilst the United States manufacturers had made a scientific study of the matter.

Mr. Grigg summarised his conclusions as follows:—

(1) The geographical position of Canada, and its contiguity to the United States, give American trade very great advantages, and impose correspondingly severe handicaps upon British trade.

(2) The preference enjoyed by the United Kingdom, both in goodwill and in tariff treatment, is helpful in neutralising to some extent the geographical advantages which the United States enjoy, but is insufficient by itself to do more than check the decline in the United Kingdom's share of Canadian trade. The preference gives substantial aid to the United Kingdom in competition with European countries, but may be diminished at any time through the adoption of the newly established intermediate tariff.

(3) Both British and American trade in Canada has to encounter the growing rivalry of Canadian industries, which, however, offer great opportunities (hitherto comparatively little used) for the investment of British capital.

(4) Much could be done to promote British trade with the Dominion by—

(*a*) The promotion of rapid and cheap transit and communication between the United Kingdom and Canada;
(*b*) More careful study of Canadian conditions by British traders;
(*c*) Improvements in the representation of British merchants and manufacturers in Canada;
(*d*) Greater adaptability and exactness in meeting the wishes of Canadian buyers;
(*e*) The adoption of Canadian standards, weights and measures, and currency, for specifications and price quotations;
(*f*) Better advertising and catalogues and cheaper postage rates;
(*g*) More elasticity in terms of credit (rendered possible by fuller knowledge of local circumstances).

(5) It is highly desirable to promote mutual knowledge of commercial and industrial conditions by a system of British commercial correspondents in Canada, and the wider distribution of commercial and trade reports, both official and otherwise.

LORD CHARLES BERESFORD'S ADVICE.

Mr. Grigg's pointed remarks have been endorsed by many other observers since that report was issued. One of these is Admiral Lord Charles Beresford, who opened the 1909 Canadian National Exhibition at Toronto. In a subsequent paper, entitled "British Trade in Canada," Lord Charles pointed out that while American, German, and other foreign manufacturers seemed to take the trouble to make for Canada what the Canadian people want, the British manufacturers appear to make what they think the Canadian people ought to want.

Believing that there is a very large and increasing market for British products in Canada, Lord Charles made the following suggestions:—The services of a first-class resident commercial traveller should be secured—"one with 'A1' connection and experience." Catalogues and advertisements should all be made out in Canadian style and fashion, Canadian currency and weights, and should be as full and as clear as possible. Terms of credit should be made long enough to enable the buyer to get his goods in and checked off before the draft is presented. In the event of a connection being established, British manufacturers should keep larger stocks in Canada than they keep at present. He laid stress on the necessity of preventing delay in shipping so as to get orders out quickly, and advised merchants to ship their own goods instead of handing them over to forwarding agents. Every large British manufacturer should have an individual representative in Canada who was thoroughly conversant with the factory he represented, as well as with the market he was endeavouring to supply. If British manufacturers established branch industries in Canada, say, for the purpose of manufacturing such articles as could be more cheaply manufactured in Canada on account of the abundance of raw material, those branch industries could also become the assembling points for distribution, thus cheapening the cost of transportation and taking advantage of the lower rate of duty charged on semi-manufactured goods.

THE BRISTOL DELEGATES' REPORT.

The report on opportunities for trade in Canada presented by the commercial delegates sent by the Bristol Chamber of Commerce to Canada in August last was no less insistent.

"Our American competitors have a geographical advantage," it was stated. "They are more aggressive in trade methods, are more careful to supply exactly the article required, and advertise more fully and with greater judgment. British commercial travellers are less aggressive than their American rivals. British manufacturers must cater for the Canadian demands, and produce the goods required by Canada; the goods must coincide with local wishes, and, it may be, local prejudice. Belief prevails that British manufacturers are too conservative, and that British commercial education is not so advanced as it might be. British traders should adopt Canadian weights and measures, and quote in dollars and cents."

In order to make the most of the "immense possibilities for British traders" in the Dominion, it was urged that the principals —"no others will succeed"—should make a visit to Canada with their samples to ascertain if their goods suit the market, and, if not, to adapt them. "In this way trade will be built up leading to the necessity of having a warehouse for purposes of distribution. This will inevitably be followed by the erection of a factory on Canadian soil, with the consequent freedom from tariff. The ever-flowing tide of immigration of Americans, and the readiness with which they invest in industrial enterprise in Canada, make the situation one of extreme urgency for the British manufacturer, who should at once take his part before the commercial requirements of Canada are secured by American and other competitors."

Valuable hints to manufacturers and travellers in various lines are given in "British Trade in Canada" (London: The *Canada* Newspaper Company, Ltd., Kingsway House, Kingsway, W.C., 1s.), embodying the result of a tour in the Dominion undertaken by a special Trade Commissioner of *Canada*.

CANADA'S TRADE COMMISSIONERS.

With the object of facilitating British trade with Canada, Mr. H. S. Scott was recently appointed resident chief agent in London of the Dominion Department of Customs, his headquarters being at the office of the High Commissioner for Canada, 17, Victoria Street, S.W. Mr. Scott's chief duty is to give assistance to British exporters with regard to tariff rates, and he has also to safeguard against the shipment of goods under the British preferential tariff which are not entitled to that preference.

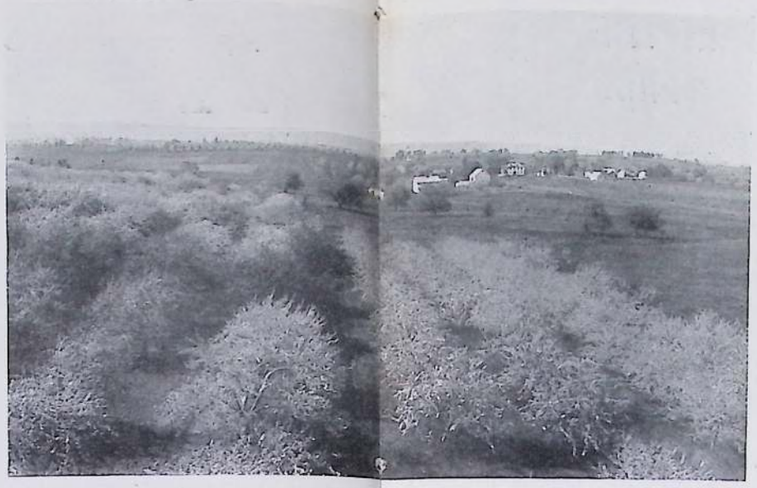
The following Trade Commissioners hold office in the United Kingdom under the Department of Trade and Commerce of Canada:—The Commissioner, Canada Chambers, 56, Spring Gardens, Manchester; Mr. W. A. Mackinnon, Central House, Birmingham; Mr. E. D. Arnaud, Sun Buildings, Clare Street, Bristol; Mr. F. A. C. Bickerdike, 25, Waring Street, Belfast; Mr. John T. Lithgow, 87, Union Street, Glasgow. These gentlemen will be pleased to furnish commercial or other information with respect to Canada.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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FRUIT GROWING IN CANADA:



PICKING STRAWBERRIES IN ONTARIO.



HOMESTEADS AND ORCHARDS AMID PICTURESQUE NOVA SCOTIAN SCENERY.

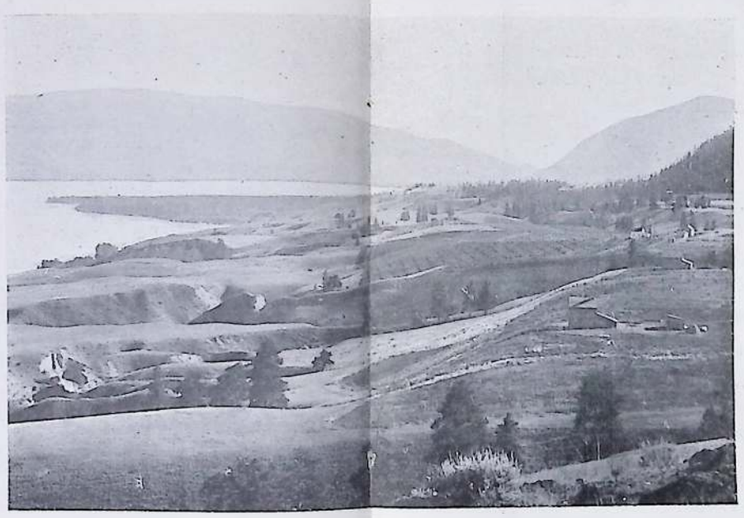
A Prosperous and Developing Industry.



AMONG THE RASPBERRY CANES IN NOVA SCOTIA.



GRADING AND PACKING APPLES IN BRITISH COLUMBIA.



FRUIT ORCHARDS ON THE "BENCHLANDS" ROUND OKANAGAN LAKE, BRITISH COLUMBIA.



LOADING PEACHES AT ST. CATHARINES, ONTARIO.



PACKING HIGH-GRADE APPLES AT GRIMSBY, ONTARIO.



PICKING AND PACKING APPLES IN THE ANNAPOLIS VALLEY, NOVA SCOTIA



GRAPE PICKERS IN THE NIAGARA PENINSULA, ONTARIO.



No. 14.—BATHROOM SUITE

PIONEERS IN THE SANITARY TRADE

TRADE MARK

¶ TWYFORDS LIMITED, of Hanley, Staffordshire, are known throughout the world for the high standard and general excellence of their Plumbing Fixtures

¶ MONTREAL BRANCH, including showrooms, offices, and store, has been opened at 16, University Street, and enquiries sent to this address will receive prompt attention

Vancouver Agency:
AMES BROS. P.O. Box 355

¶ TWYFORDS' PLUMBING FIXTURES include a complete selection of Bath Tubs, Lavatories Closets, Sinks, Urinals, Fountains, Wash Tubs, Hospital Specialities, etc., in China Ware, Solid Porcelain, and Metal, suitable for Domestic and Public Buildings of every description

CATALOGUES ON APPLICATION *Please mention "Canada"*

TWYFORDS LIMITED, Hanley, England

MOLASSINE MEAL

contains antiseptic, digestive and deodorising properties possessed by no other stock feed.

INVALUABLE FOR HORSES—gives strength and stamina. 3 lbs. per day in place of 3 lbs. of Oats keeps horses free from worms and colic and ensures perfect digestion. Admirable for Brewers', Colliery and all hard-working horses.

PIGS fed upon it regularly will be healthy, able to digest all their food, and cost less to bring to market.

Has equally good effects on **BULLOCKS, SHEEP** and **POULTRY.**

A quantity mixed with damaged Grain will make it palatable and easy to digest.

MOLASSINE FEEDING CAKE is a most valuable and nutritious Food for **DAIRY COWS.**

Its effect upon the quality and quantity of the Milk is remarkable.

MOLASSINE

DOG AND PUPPY CAKES, HOUND AND TERRIER FOODS.

Are invaluable Foods for all kinds of Dogs from the smallest Toy Pom to the St. Bernard or Great Dane.



Breeders and Dog Owners are daily realising that these foods contain health-giving, digestive and worm-eradicating properties possessed by **NO OTHER DOG FOODS.**

ALL MOLASSINE PRODUCTS ARE MADE IN ENGLAND.

Sold by
Mr. Andrew Watson, 91, Place d'Youville, MONTREAL.
Messrs. Shaffner & Co., Central Wharf, HALIFAX, N.S.
And

THE MOLASSINE CO., LTD., GREENWICH, ENGLAND.

THE CANADIAN CUSTOMS.

INFORMATION FOR BRITISH EXPORTERS.

IN Canada there are three Customs tariffs—the British Preferential Tariff, the Intermediate Tariff, and the General Tariff.

There are also a large number of goods the importation of which into the Dominion is totally prohibited. These include reprints of British copyrighted works which have been copyrighted in Canada, oleomargarine, butterine, or other similar substitutes for butter, and process butter or renovated butter, tea adulterated with spurious leaf, or with exhausted leaves or containing so great an admixture of chemical or other deleterious substances as to make it unfit for use; goods manufactured or produced wholly or in part by prison labour or which have been made within or in connection with any prison, jail, or penitentiary; also goods similar in character to those produced in such institutions, when sold or offered for sale by any person, firm, or corporation having a contract for the manufacture of such articles in such institutions, or by any agent of such person, firm, or corporation, or when such goods were originally purchased from or transferred by any such contractor; animals suffering from any contagious disease; metallic trading checks in circular form; manufactured goods made in any foreign State or country which bear any name or trade mark which is or purports to be the name or trade mark of any manufacturer, dealer, or trader in the United Kingdom or in Canada, unless such name or trade mark is accompanied by a definite indication of the foreign State or country in which the goods were made or produced.

The following effects of settlers are admitted free of duty:—Wearing apparel, usual and reasonable household furniture, and other household effects; instruments and tools of trade, occupation, or employment; guns, musical instruments, domestic sewing machines, typewriters, bicycles, carts, wagons, and other highway vehicles; agricultural implements, live stock for the farm, etc., if actually owned by the settler for at least six months before his removal to Canada, and provided that they are not sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada. Dogs are generally admitted free as settlers' effects.

In the following list are given the Customs duties on the principal items of merchandise imported into Canada from Great Britain. The rate of duty, except where otherwise stated, is per cent., *ad valorem*:—

Articles.	British Tariff.	Remarks.
Ale, beer, porter	16c. per gallon.	In casks, or otherwise than in bottle.
Ditto, in bottles	24c. "	
Ginger ale	15 "	
Animals	Mostly free.	There is a duty of 15c. in some cases.
Advertising pamphlets, pictorial show-cards, circulars, &c. ...	10c. per pound.	This does not include Christmas annuals or juvenile toy books.
Novels, or works of fiction, unbound or paper bound, or in sheets	15	
Bicycles and tricycles	20	
Saddles, tyres, &c.	22½	
Boots, shoes, slippers, and in soles of all kinds, except rubber and leather	20	
Breadstuffs	15	
Bricks	12½–15 according to description.	Bricks of a class or kind not made in Canada are admitted free.
Brooms and brushes	15–17½	
Carpets	25	
Carriages: automobiles and motor vehicles of all kinds	22½	Travellers' carriages laden with merchandise are admitted free.
Carriages, general	22½	
Celluloid and manufactures of ...	5	
Cement, Portland	8c.	
Other cement	12½	
Clocks	20	
Collars and cuffs	25	
Cotton fabrics	15–25	
Velvets, velveteens and plush fabrics	17½	
Earthenware and chinaware ...	20–25	
Electric apparatus	15–22½	
Feathers, artificial	20	
Ditto natural	10	
Flax, hemp and jute, and manufactures from	5–25	
Fruits, dried	17½	
Furs and manufactures of	20	Fur skins, not dressed, are admitted free.
Glass and manufactures of	5–22½	
Gloves	22½	
Glue	17½	
Gunpowder	2c. per pound.	
Hats	20–22½	Materials for hats admitted free.
Hops	4c. per pound.	
Ink	12½–15	For the adornment of the person.
Jewellery	22½	For watch movements, &c.
Ditto	10	
Leather	10–12½	Per ton.
Iron	10c—$6	
Oilcloth	25	
Paintings	15	
Paints	15c—$1	
Paper and manufactures of ...	15–22½	
Perfumes and toilet preparations	25c—$2.40	
Silk	17½ 25	
Soap, Castile	1c. per pound.	
Ditto, common or laundry ...	65c. per 100 lbs.	
Spirits	$2.40	
Sponges	15	
Stone and manufactures from ...	10 20	
Tobacco	50—55c. per lb.	
Pipes and pouches	22½	

The above list merely summarises the duty due on the classes of goods which are most often imported from the United Kingdom into Canada. As will be seen, the duty varies very considerably in many cases with different varieties of the same sort of goods, but it is impossible to particularise to any great extent.

Further information on the subject can be obtained from the Trade Enquiry Branch of the Dominion Government, 73, Basinghall Street, London, E.C., or from any of the Dominion Government commercial agents in Great Britain. (See page 199.)

OPPORTUNITIES FOR THE BRITISH MANUFACTURER.

HOW TO OBTAIN VALUABLE INFORMATION.

The Export Trade Supplement published monthly by *Canada* contains information—including suggestions as to the opening up of business, the introduction of new "lines," and the opportunities presented in various parts of the Dominion—of value to British manufacturers of all kinds, and especially those interested in hardware, machinery requisites, tools, soft goods, etc. The majority of the articles which appear in the Supplement are by Canadian correspondents, who are in a position to give accurate and timely information regarding the various subjects upon which they write. For instance, a Montreal correspondent, dealing with leather belting, reports the following little conversation:—

"Going through a machine shop recently, I noticed the foreman examining a leather belt that had been taken off a wheel. 'What is the matter?' I said. The answer came very tersely and emphatically: 'Another of these d—d home-made belts. A new one a month ago, and now look at it. Cracked all to pieces. I can't understand why the boss does not get an English brand—one that has been tanned long enough to last a few revolutions.' This man, I may say, was not from the Old Country. He was a Canadian born and bred. It has long been a puzzle to me, and these words of the foreman brought the matter more forcibly home, why leather belting manufacturers in the Old Country have not made a strong onslaught on the Canadian field."

Regarding hardware, the same correspondent writes:—"A most cursory glance into the hardware demand discloses an astonishing number of articles which could be placed upon the market here with great advantage, if only the Old Country manufacturers conformed to the patterns with which users are familiar. Here is a list which comes readily to the mind:—Carpenters' and railroad adzes; spring balances, which would, of course, have to be approved of by the Canadian Weights and Measures offices; door and sleigh bells; brass compression bibs and cocks, auger bits, bolts and nuts, cash boxes, coil chain, draw knives for carpenters, twist drills, files, electric light fixtures, grommets, hammers of all kinds, hatchets, door hinges, hat and coat hooks, leather halters for horses, melting ladles, latches and locks, wood-mounted levels, mattocks, Babbit metal, marmalade slicers, poultry netting, padlocks of American design only; clay, rock, and prospectors' picks; rivets of all kinds, boxwood rules, carpenters' saws, flat and round head screws in iron and brass, American pattern scythes, shovels, spades, and sledges; carpenters' steel squares, bricklayers' and plasterers' trowels, turnbuckles with stub ends; adjustable wrenches of American pattern."

Technical information given includes descriptions of the various goods needed, of the wholesale and retail prices, of the percentages required by jobbers, etc., while many illustrations of the different Canadian styles of tools are a special feature.

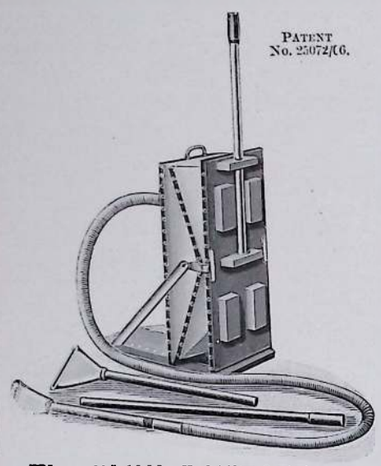
The openings for British trade in soft goods are dealt with very fully. In this connection a Montreal correspondent says:—"British firms contemplating entering the Canadian market for general dry goods business must consider the marked development of department store trade in Canada. Though Canada has magnificent distances, it is possible and profitable to do business only with department stores and larger dry goods retailers. Of course, firms catering to department store trade in particular, very frequently increase piece-goods lines, and are able to secure business from Canadian manufacturers. Both British manufacturers and wholesalers often cater exclusively to departmental stores in Canada from Halifax to Vancouver, particularly in Toronto and Montreal. The number of firms going after this business is increasing each season. Some British manufacturers who used to cater to the wholesale trade exclusively are now paying strict attention to departmental stores. This applies to specialty wholesalers and British wholesalers who used to enjoy the business of Canadian wholesalers. The big British wholesaler is finding it more profitable each season to expand his selling territory. Retailers in the smaller towns all over Canada are rapidly growing to a size to justify direct importations."

As showing an opening for the development of a branch of trade the following is of interest:—"Broadly speaking, Great Britain's dry goods business with Canada consists largely of general lines of piece goods, dress accessories (under the head of trimmings and laces), carpet linoleums and oilcloths, hosiery, underwear, and fancy knit goods. Yet the biggest development in Canadian trade has been along lines of general ready-to-wear garments. The tendency of the dry goods business all over the world is towards ready-to-wear garments, and nowhere is this development more marked than in Canada, not excepting the United States. Canadian women are busy, and have not the patience to bother with dressmakers or tailors. It is therefore important, as has been pointed out previously, for every British mill or distributor of woollens, worsteds, silks, linens, cottons, to consider the enormous development of both the clothing industry and ladies' ready-to-wear garments. Men's clothing made in Great Britain is sold in Canada to an increasing extent. It is price, and not style, that secures business."

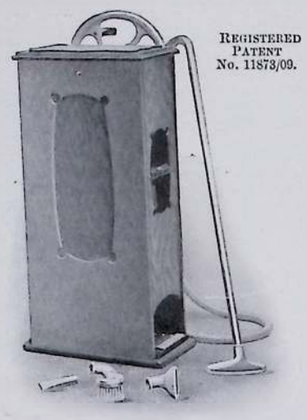
A list of Canadian soft goods buyers in England appears every week in *Canada*.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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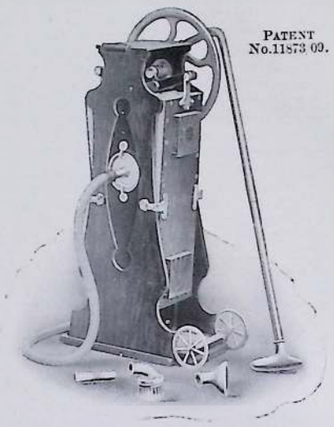
ENGLAND'S PREMIER VACUUM CLEANER.



PATENT No. 25072/06.



REGISTERED PATENT No. 11873/09.



PATENT No. 11873/09.

The "Little" WIZARD.
No. 1 £2 2 0 *No. 2* £3 3 0
Complete with fittings as shown.

Cabinet WIZARD. No. 2.
QUADRUPLE BELLOWS, CONTINUOUS SUCTION, BALL-BEARING WHEEL.
No. 1 - - - £7 7 0
Complete with fittings as shown.

Standard WIZARD. No. 2.
BALL-BEARING WHEEL, CONTINUOUS SUCTION, QUADRUPLE BELLOWS.
No. 2 - - £5 15 0
Complete with fittings as shown.

Electric Wizard (No. 1 ½-horse) **£15 15 0** — ALL MACHINES MAHOGANY FINISH AND HAND POLISHED.

Electric Wizard (No. 2 ½-horse) **£17 17 0** — SHOW CARDS, LISTS AND WINDOW TRANSFERS.

Write for our latest Illustrated Lists in colour and liberal trade terms.

THE WIZARD DUST EXTRACTOR CO., LTD.,

Telegrams: "Wizard, Birmingham." **Coleshill Street, BIRMINGHAM.** Code: A B C, 5th Edition.

PATENT
LEAD HEAD



Roofing NAILS.

Wherever Corrugated Iron is used these are wanted.

Galvd. Cone Head Roofing Nails and Washers, Galvd. Hoop Iron or Steel, Galvd. Plates, Bars, Angles.

LEAD COATED SHEETS AND HOOP IRON.

McHUTCHEON & CO.,
82-94, Lancefield St., Glasgow.

A BOOK THAT WILL BRING BUSINESS.

British Trade in Canada.

AN INDISPENSABLE MANUAL OF CONCISE INFORMATION.

A PUBLICATION OF UNIQUE VALUE TO BRITISH MANUFACTURERS, EXPORTERS, AND COMMERCIAL TRAVELLERS.

The Report of a Business Tour through Canada by an expert Salesman.

Exclusive information dealing with over one hundred Subjects, with Illustrations of popular Goods.

Full of valuable hints and advice how to develop or increase Trade with Canada.

British Trade in Canada.

PRICE ONE SHILLING NET.

Post free from the Publishers,

THE "CANADA" NEWSPAPER COMPANY, LIMITED, Kingsway House, Kingsway, London, W.C.

BRITISH EXPORTS TO CANADA:

CERTIFICATES OF VALUE AND ORIGIN.

BRITISH manufacturers who have not previously shipped to Canada need to pay particular attention to the regulations of the Dominion Customs Department as to the particular form of invoices to be used, and the manner in which they must be filled up, in order to obtain the benefit of the British preferential tariff. Copies of the Customs Act can be obtained from any of the Canadian Government Trade Commissioners in the United Kingdom, whose names appear on page 199: from the High Commissioner for Canada, 17, Victoria Street, Westminster, London, S.W.; or the Trade Enquiry Branch of the Dominion Government Offices, 75, Basinghall Street, London, E.C.

The following is the full form, combining the Certificate of Value and of Origin prescribed to be written, printed, or stamped on invoices of articles for entry under the British preferential tariff in Canada, when the goods have been sold by the exporter prior to shipment:—

Form M.—B.

I, the undersigned, do hereby certify as follows:—

(1) That I am the (a) exporter of the goods in the within invoice mentioned or described:

(2) That the said invoice is in all respects correct and true;

(3) That the said invoice contains a true and full statement showing the price actually paid or to be paid for the said goods, the actual quantity thereof, and all charges thereon;

(4) That the said invoice also exhibits the fair market value of the said goods at the time and place of their direct exportation to Canada, and as when sold at the same time and place in like quantity and condition for home consumption in the principal markets of the country whence exported directly to Canada, without any discount or deduction for cash, or on account of any drawback or bounty, or on account of any royalty actually payable thereon or payable thereon when sold for home consumption but not payable when exported, or on account of the exportation thereof or for any special consideration whatever;

(5) That no different invoice of the goods mentioned in said invoice has been or will be furnished to anyone; and

(6) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said exporter and purchaser or by anyone on behalf of either of them, either by way of discount, rebate, salary, compensation, or in any manner whatsoever other than as shown in the said invoice.

(B) That each article on this invoice is *bona fide* the produce or manufacture of a country entitled in Canada to the benefits of the British Preferential Tariff and specified on the invoice as its Country of Origin, and that each manufactured article on the invoice in its present form ready for export to Canada has been finished by a substantial amount of labour in such country and not less than one-fourth the cost of production of each such article has been produced through the industry of one or more British countries.

Dated at
this day of 191

(Signature)

(a) Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be.

NOTE CAREFULLY THE FOLLOWING INSTRUCTIONS.

Invoices according to the form given below should be sent direct to Importers or Agent and not to the Carrier or Shipping Company.

The Customs Authorities require and will retain two certified invoices. Additional copies must therefore be sent to Importer and Agents.

As the duty is payable on the net amount of invoice, all discounts should be shown.

Use separate invoice forms for goods entering under British, Intermediate, or General Tariffs, each set of certified invoices having the correct declaration for each class of goods. All goods, however, can be sent in one consignment.

The Country of Origin must be stated on the face of invoice in addition to the declaration on the back.

Both the columns for the fair market value for home consumption and the selling price to purchaser in Canada must be filled in.

The contents of each case and its distinguishing mark and numbers must be shown on invoice.

If printed matter or catalogues are enclosed, give weight of these, and declare a nominal value for free samples, otherwise these will be assessed by the Customs Authorities.

The invoice must be written out on the back of this declaration form.

The practice of attaching invoices to this form is objected to by the Customs.

INVOICE TO WHICH THE ABOVE DECLARATION MUST BE ATTACHED.

Invoice of 191 purchased
by of
from of
to be shipped per

Country of Origin.	Marks and Numbers on Packages	QUANTITIES AND DESCRIPTION OF GOODS.	Fair market value as sold for home consumption.	Selling price to the Purchaser in Canada.	
				@	Amount.

The various forms of declaration required by the Dominion Department under the British preferential tariff, the general tariff, and the intermediate tariff can be obtained from Messrs. Waterlow, Ltd., London Wall, London, E.C.; Messrs. Eden, Fisher and Co., Fenchurch Street, London, E.C.; or Messrs. S. Straker and Sons, Fenchurch Street, London, E.C.

N.B.—Any alteration or revision of the Customs regulations is immediately given effect to in these forms. Those published above are corrected to March 1, 1911.

HENRY'S
CALCINED MAGNESIA

Invaluable to Adults in all cases of
HEARTBURN, HEADACHE, GOUT, BILIOUSNESS, ACIDITY of the STOMACH, &c.
The Mildest, Safest and Best Aperient for Children in Early Infancy.

The cause of most infantile disorders of the stomach and bowels is that the milk turns sour on the stomach resulting in acidity and flatulence.

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Newfoundland

The Sportsman's Paradise.

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Crown lands for agricultural purposes are open for sale at thirty cents (30) per acre. Areas up to 6,400 acres are granted on comparatively easy terms.

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Lands declared to be bog or peat lands, under the Act, may be leased in 5,000-acre lots, for such term, at such rent, and upon such conditions as may be determined upon by the Governor-in-Council.

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Lands may be leased for quarrying purposes, in lots of eighty (80) acres, for terms not exceeding 99 years.

TIMBER, AND TIMBER LANDS.

The right to cut timber is granted upon payment of a bonus of $2 per square mile, an annual rental of $2 per square mile, and also a royalty of fifty cents (50) per thousand feet, board measure, on all logs cut.

PULP LICENCES.

Licences to cut pulpwood may be issued for a term of 99 years, in areas of not more than 150 miles. Rent, $5 per square mile for first year, $3 per square mile for subsequent years. Licensee to erect factory within five years.

MINERAL LANDS.

Any person may search for minerals, and on discovery of a vein, lode, or deposit of mineral, may obtain a licence thereof in the following way :—

1. Driving a stake not less than four inches square into the ground, leaving eighteen inches over ground ; name of person and date to be written on stake.

2. Application for licence to be filed with affidavit (see Act for particulars) within two months. Cost of licence for first year is $10 for each location. Subsequent rentals : First year, $20 ; second, to and including fifth year, $30 ; for next period of five years, $50 ; and for following years, $100.

Upon expenditure of $6,000 within five years lessee shall be entitled to a grant in fee.

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Asbestos, coal, copper, gold, iron pyrites, talc, and other minerals have been discovered and worked.

Further information may be had on application to—

SYDNEY D. BLANDFORD, *Minister of Agriculture and Mines,*

Department of Agriculture and Mines, St. John's, Newfoundland.

NEWFOUNDLAND : THE OLDEST BRITISH COLONY

Area—42,000 square miles. Population (with Labrador,—250,000.

GOVERNOR—SIR RALPH CHAMPNEYS WILLIAMS, K.C.M.G.

EXECUTIVE COUNCIL.

The Hon. Sir E. P. MORRIS, Kt., K.C., LL.D., Premier.
The Hon. D. MORISON, K.C., Minister of Justice.
The Hon. ROBERT WATSON, Colonial Secretary.
The Hon. M. P. CASHIN, Minister of Finance and Customs.
The Hon. S. D. BLANDFORD, Minister of Agriculture and Mines.
The Hon. C. H. EMERSON, K.C.
The Hon. R. K. BISHOP)
The Hon. J. C. CROSBIE) Without Portfolio.
The Hon. M. P. GIBBS)

NEWFOUNDLAND, which boasts the honour of being the oldest British Colony, is the tenth largest island in the world, being about one-third larger than Ireland. Its population is practically all settled in the larger towns or smaller fishing villages on the seaboard, or in the numerous bays with which the coast is indented. It has been described as the New Zealand of British North America, it having just as strongly declined to enter the Canadian Confederation as New Zealand declined to enter the Australian. Newfoundland claims to be just as progressive as the Australasian colony, and the remarkable progress which it has made within recent years shows that that claim is very largely justified.

As indicating the development which is taking place, it may be stated comprehensively that a new impetus has been imported to agriculture by the inauguration of a vigorous propaganda in this respect by Sir Edward Morris, the Premier, and the distribution of selected stock seeds and modern implements, the opening up of roads through farming sections, and the dissemination of agricultural information. Commercial agencies have been established in the principal European and South American countries to which fish is exported ; steps have been taken to encourage the opening up of new markets for these products ; legislation has been enacted whereby cold storage concessions will be granted to foreign capitalists ; negotiations are also in progress for the equipment of steamers with cold storage to ply between Newfoundland and American and British centres, and plans are maturing for modernising the herring fishery ; measures have been provided whereby a woollen industry may be established in the island ; sheep-raising, as a definite industry, has been begun ; and coal-boring has been started.



SIR EDWARD MORRIS, THE PREMIER.

The progress which the island has made within the past decade may be gathered from the following tables of the imports and exports. The data are given for intervals of five years, ending June 30, and show the advance made within these periods :—

	Imports.	Exports.
1900	$ 7,497,147	$ 8,510,140
1905	10,379,693	10,592,531
1910	12,799,696	11,578,455

The value of the fishery exports and other exports during the same period was :—

	Fishery Products.	Other Products.
1900	$7,015,964	$1,611,616
1905	8,714,275	1,935,067
1910	9,578,984	2,299,471

Newfoundland's cod fisheries are the most extensive in the world. There are about 100 vessels engaged on the Grand Banks, 1,200 on the Labrador fisheries, and 3,000 on the coast fisheries. In 1909 the total value of cod fishing for Newfoundland and Labrador (which is under Newfoundland's jurisdiction), was $7,598,556 for dried codfish, $33,778 for pickled codfish, $367,908 for "cod oil," and $31,604 for cod liver oil. In the season of 1908, the biggest catch ever made in Newfoundland was secured, 1,800,000 quintals (a quintal being 112 pounds or an English hundredweight). That meant 90,000 tons of fish exported from Newfoundland that year ; and it meant, moreover, a total catch which, in weight, amounted to three times that catch, for a quintal of dried codfish really represents three quintals as taken from the water. This enormous product was worth to the people of the island about $10,000,000. A great deal has been already done in the direction of developing the export trade by the employment of what is known as the Solling wrapper, a specially prepared medicated paper, in which fish are wrapped after being taken from the water, and they can be kept fresh by this process for two or three weeks if kept in a cold place. A great deal more is anticipated from the adoption of methods of cold storage. The whole of the Newfoundland catch of lobsters, for instance, is now marketed in Europe, whereas four or five times the price could be obtained for each lobster if it were sent to the United States or Britain in cold storage. The colony is now making a big bid for new markets for its fish by utilising this and similar modern methods.

Second to the cod fishery comes the seal fishery. The export in 1909 was 371,968 skins, valued at $455,620, and 2,861 tons of oil, valued at $232,262. In 1910 the catch of 19 steamers was 335,549 seals.

The mineral wealth of the colony is varied and extensive. The greater part of the island is as yet unprospected. Rich deposits of copper and iron are, however, now being worked, and lead, nickel, silver, coal, and several other minerals occur in varying quantities. At a single iron mine at Bell Island, in Conception Bay, twelve miles from St. John's, the capital, one million tons of ore every year are taken out, this being sold at a profit of $1 per ton. Much of it is used in the big smelters at Sydney, Nova Scotia, and more of it is sold in Germany, England, and other countries. Farther north in Notre Dame bay is a copper mine, situated at Tilt Cove, from which an English concern takes 75,000 tons a year, and makes a profit of £1 a ton on it. Three different English concerns have recently commenced to bore for coal in other sections of the country. Another English company has begun the development of the oil fields on the West Coast, the productiveness of which has been substantially established, and in the same vicinity another concern has started the construction of a smelter to refine copper ore. British capital practically dominates the island at the present time, but there is abundant opportunity for further expansion in this direction, as well as in the fisheries and pulp industries.

The pulp industry, especially in connection with the Harmsworth paper mills at Grand Falls, is dealt with on the following page. In addition to these mills, and those of the Albert E. Reed Company at Bishop's Falls, an American concern is beginning operations on the Gander River, twenty miles away, and several other sites are being considered for the establishment of similar enterprises. It looks as if, within the next two or three years, the pulp and paper business in Newfoundland will be more important to the country than the fisheries.

With the development of these industries is bound up the extension of the railway system of the island. During the past twenty years the colony has built 650 miles of railway. The Reid Newfoundland Company, which constructed the trunk line, and has been operating it, is at present engaged in constructing five branch lines, with a mileage of about 300, the operation of which it has also undertaken.

Surprise has been expressed that more persons do not come to Newfoundland from Great Britain for sport and health. Exaggerated ideas are undoubtedly held of the severity of the island's climate. Seldom in the winter does the cold touch zero on the coast or drop far below it on the interior plateau ; while there is snow throughout from New Year until mid-April, the winter has become markedly milder during late years. The summer temperature rarely exceeds 85, the weather from June to October being really delightful. As well as magnificent scenery, the island colony provides splendid hunting and splendid fishing, there being grouse, wild geese, caribou, otter, beaver, salmon, trout, and many other kinds of prey. The island is well supplied with small hotels, conveniently situated all along the lines of railway, and good trains and fast steamers have regular connections with the Canadian and the United States services. There are regular boats from Liverpool every week landing passengers in St. John's in seven days, and a tri-weekly connection from New York, from which one reaches Newfoundland in forty hours. At present the question of improving the direct service from England is under the consideration of the Government.

St. John's, the capital of the colony, occupying a magnificent site above the land-locked harbour, has a population of 50,000. Other towns are Harbour Grace, Carbonear, Twillingate, and Bonavista.



PORTUGAL COVE, NEAR ST. JOHN'S, SHOWING FISH DRYING ON WOODEN STANDS.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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NEWFOUNDLAND'S PULP AND PAPER INDUSTRY.

The Harmsworth Mills at Grand Falls.

IN the first week of June last year the Anglo-Newfoundland Development Co.'s mills at Grand Falls, Newfoundland, broke all the world's records in the production of "news-print" paper, such as is used in daily journals, and this fact enables one to recognise what an economic revolution this portends for the pulp and paper trade, and what boundless possibilities there are in store for the oldest colony through the production of this commodity for the civilised world.

About six years ago the Harmsworths acquired an extensive forest area in the centre of the island, on which to establish pulp and paper mills. The available pulp and paper-making regions of the world having been looked over, Newfoundland was chosen by them as offering the best prospect for the location of a new industry of this kind, and, after exhaustive negotiations, 2,300 square miles of woodlands in the upper reaches of the valley of the Exploits River were secured, embracing the watershed of Red Indian Lake.

The Harmsworth mills cover over eight acres, and comprise eleven steel and concrete buildings. The water power, developed to 23,500 horse-power, and capable by scientific damming of being doubled, has been obtained by damming the Exploits River at a point where it is 800 feet across and about 25 feet deep, wing-dams of an equivalent bulk being provided at one side to direct the course of the stream into the forebay, whence two steel flumes or pen-stocks, 2,150 feet long by 15 feet in diameter, extend to the power-house, which is located at a point in the river bed 120 feet below the crest of the dam. Grand Falls, the site of the mills, is some sixty miles below Red Indian Lake, where the company's wood lands are situated, and where a cut of 100,000 cords, or 50,000,000 feet, is annually made. For towage it has its own steamers on the lake, built on the shores and engined from St. John's, while at Botwood Harbour, on the sea-coast, some twenty miles from Grand Falls, the company has built wharves and warehouses for shipping purposes, connecting it by means of its own railroad with the mills. The forest areas held by the company are so large that its present operations can be continued for all time without any re-afforestation, and an extension of the mills could also be possible at a future date. The daily output of the mills is 120 tons of "news-print" paper, and twice that quantity of pulp, the surplus of which is exported.

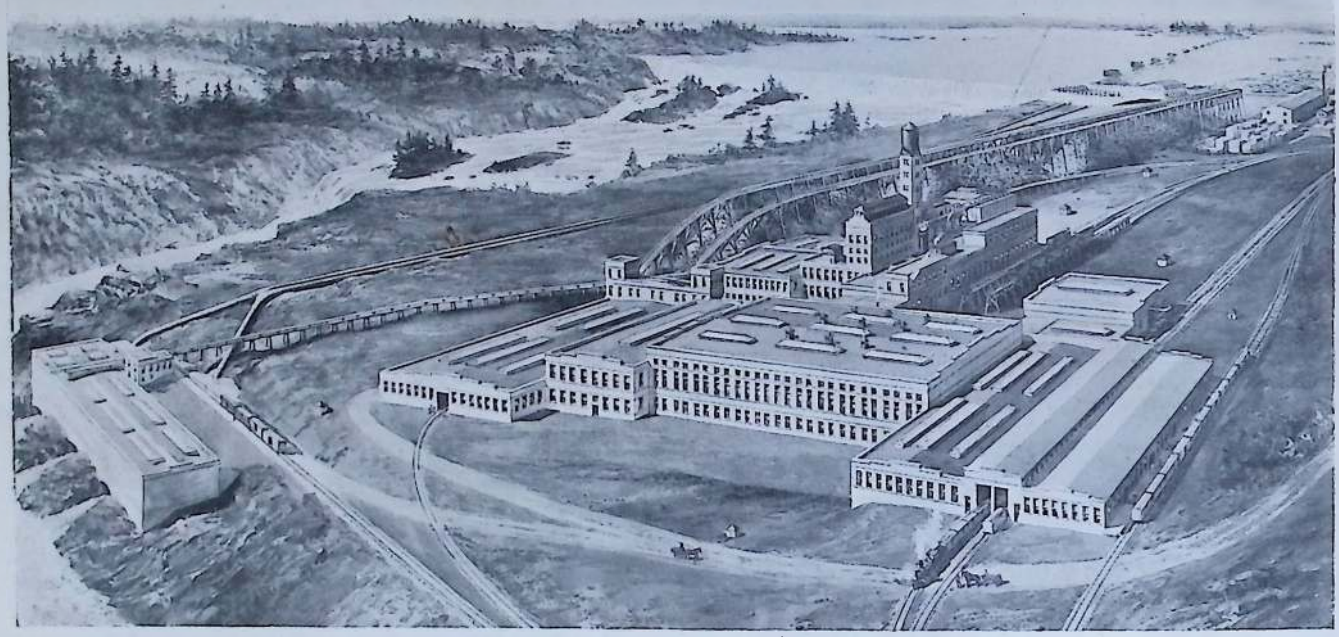
The Harmsworth company early determined that the town which was to be located at Grand Falls should be a model town, in respect of hygiene and sanitation, according to most approved modern ideas, and this determination has been adhered to in every step taken since that time. Handsome residences have been erected for the managers and the staff, substantial and commodious hotels have been provided for the expert operatives, who have had to be imported from America (this being the first paper-making enterprise established in Newfoundland, there was naturally no skilled labour obtainable in the island for such work), and comfortable homes are being erected for the ordinary workmen who are permanently attached to the mills. Provision has been made for a sand-filtered water supply, sewers and mains have been built, streets and open spaces laid out, electric light provided, and an hospital erected. An eminent English expert was brought out last year to plan the sanitation scheme, and the company hopes to make of Grand Falls the most healthy and progressive town in the colony.

The advantages to the colony from this enterprise are many and varied. Of the expenditure of three-quarters of a million dollars in wages as a result of it, fully one-third goes back into the general revenue in the form of duties on imports. The forest provides employment in the winter months for an army of men cutting logs, the company's books showing 2,000 names in all of those who worked at this for longer or shorter periods last season. The mills mean an assured livelihood for 1,000 or 1,200 men, the adaptability of Newfoundlanders being so noted that it is safe to predict that before many years they will be handling every department of the enterprise and replacing the American foremen and division chiefs who have now to be installed.

Newfoundland's forest wealth, extensive though it is, would have been enormously greater but for the ravages of forest fires in the past. A practical lumberman estimated the losses from fire during the last century as $100,000,000, and it is safe to say that with ordinary care four-fifths of this enormous loss might have been prevented. The Morris Government took the first practical and efficient steps in the winter of 1909 towards preventing a repetition of these disastrous conflagrations. A conference was held with the owners of forest areas and an arrangement made whereby these would undertake an efficient daily patrol of the cross-country railway line, regarded as the source of many forest fires, and put out all incipient blazes that might be caused by passing engines, the Government contributing one-third of the cost of this work and the owners of the areas and the railway company the remainder.

American capitalists have already invested largely in the colony's timber lands, and control extensive areas of the finest wooded tracts; but there are at present about 6,000 square miles of timber lands in the island open for sale by private owners. Practically the whole of this is well watered and admirably suited for the establishment of lumber and pulp mills. The majority of it has been granted and can be purchased in blocks of 200 to 600 square miles, at prices varying, according to location, from $1 to $5 per acre. Some of these forest lands are estimated to yield between 10 and 15 cords of pulpwood to the acre, and as a cord and a half of wood makes a ton of paper, there is, on the basis of 20 cords, a yield of 15 tons to the acre; or, in other words, at $1 per acre the purchase of property will work at a cost of 3d. for every ton of paper made from the cut of pulpwood thereon. At the Forestry Conference last spring at St. John's, the Prime Minister stated that, assuming the value of the timber lands of the colony to be $35,000 per square mile, the valuation of this wooded territory would be in potential labour alone about $630,000,000, and boundless possibilities are predicted as to the future of this industry.

The cost of timber delivered in the booms of the Harmsworth Company at the mills at Grand Falls is estimated at under $5 per cord, as it is driven by the stream the whole way from Mill town to Grand Falls; but a better idea of the cheapness of Newfoundland timber for pulp and paper purposes may be gained from the fact that an American concern, possessing other timber lands in Newfoundland, is recorded to have undertaken to deliver 200 cords per day at $4 a cord, though this figure involved a rail-haul of nearly fifty miles over the Newfoundland railway and the use of about twenty-five freight cars every day. United States Government reports give the average price per cord of spruce pulpwood at all the Maine mills in 1907 as $8.34, and the price at the New Yorks mills as $10.40 a cord, and with present prices in America $2 or $3 a cord higher than these, it is interesting to compare these figures with the delivery of pulpwood in Newfoundland to the mills at about $5 per cord. In America to-day the owner of pulpwood areas has to pay taxes, dues, and other charges on mills, logs, timber lands, and lumber, but in Newfoundland the rentals are moderate, though the import duties on mill supplies, etc., are very heavy.



THE ANGLO-NEWFOUNDLAND DEVELOPMENT COMPANY'S FACTORY AT GRAND FALLS.

Canada To-Day: The "Land of Opportunity" Pictured by Pen and Camera (1911)
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