

Canadian Life *and* Resources

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OCT., 1908
Vol. VI. New Series No. 10

"The Nineteenth Century was the century of the United States;
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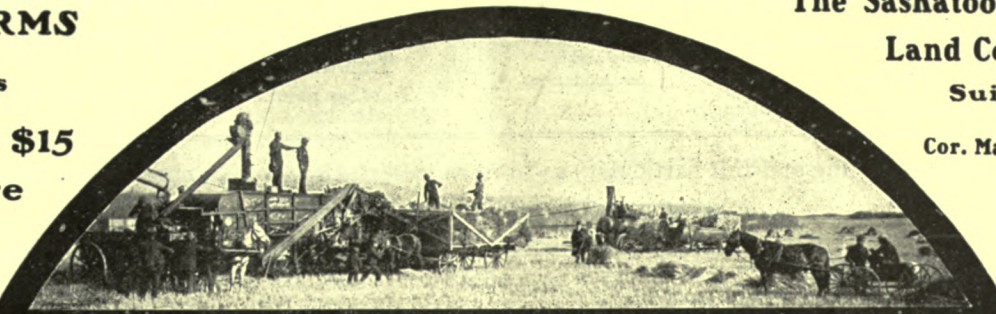
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Secretary of Industries and Immigration

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Sat. " 10.....	Lake Champlain.....	Wed. " 23
Fri. " 16.....	Empress of Ireland.....	Fri. Oct. 2
Sat. " 24.....	Lake Erie.....	Wed. " 7
Fri. " 30.....	Empress of Britain.....	Fri. " 16
Sat. Nov. 7.....	Lake Manitoba.....	Wed. " 21
Fri. " 13.....	Empress of Ireland.....	Fri. " 30

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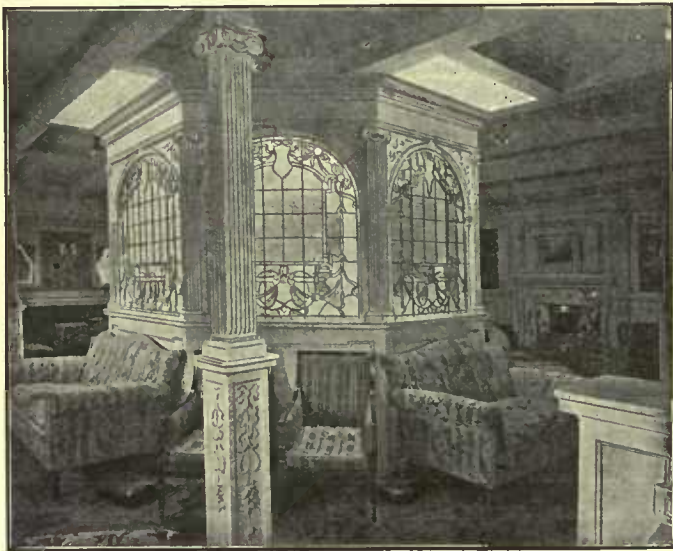
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(Subject to change.)

Montreal and Quebec to Liverpool.		Montreal and Quebec to Glasgow.	
Steamers.	From Montreal.	Steamers.	From Montreal.
Tunisian.....	Fri. 4 Sept. 5.30 a.m.	Ionian.....	Sat. 5 Sept. " 12 "
Victorian.....	" 11 " 5.00 a.m.	Grampian, new.....	" 12 " " 19 "
Corsican.....	" 18 " 6.00 a.m.	Pretorian.....	" 19 " " 26 "
Virginian.....	" 25 " 5.00 a.m.	Hesperian, new.....	" 26 " " 3 Oct. " 10 "
Tunisian.....	" 2 Oct. 5.30 a.m.	Ionian.....	" 3 Oct. " 17 "
Victorian.....	Thur. 8 " 10.00 a.m.	Grampian, new.....	" 10 " " 24 "
Corsican.....	Fri. 16 " 5.30 a.m.	Pretorian.....	" 17 " " 31 "
Virginian.....	Thur. 22 " 10.00 a.m.	Hesperian, new.....	" 24 " " 31 "
Tunisian.....	Fri. 30 " 6.00 a.m.	Ionian.....	" 31 " " 31 "
Victorian.....	Thur. 5 Nov. 10.00 a.m.		
Corsican.....	Fri. 13 " 6.30 a.m.		

*Royal Mail steamers.

Steamers sail from Montreal at daylight. Passengers go on board Friday evening after 7 o'clock. From Quebec about 3 p.m. same day.

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

1. The Allan is the Premier Canadian Line. First vessel, 1822. Mail steamship service established 1854 with four steamers aggregating 10,000 tons.
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 3. The Allans were the first to adopt bilge or side keels, minimising rolling. Now all passenger steamers have adopted this principle.
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 5. The Allans were the first to adopt the turbine engine for ocean going steamers—Victorian and Virginian, each 12,000 tons. Now they are being followed by other Lines—the King's yacht, Battleship Dreadnaught, etc., etc.
- The aim of the Line has been to lead in every improvement for the safety of the ship and the comfort of the passenger. Three new steamers have been added in 1907-08—Corsican, Grampian and Hesperian, aggregating 31,000 tons, making a total tonnage of 175,000 tons.
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To Contributors

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

We Want Photographs

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

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

Resources Publishing Co., Ltd.
Beaver Hall Hill,
MONTREAL, CANADA

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OCTOBER, 1908

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OUR BOOK OFFER

Our readers' attention is specially directed to page 26, on which will be found a remarkable offer of well-known copyright novels—the popular works of fiction of the day. Owing to a special arrangement we have been able to make with the publishers of these works,

Canadian Life and Resources

is able to offer them to its subscribers at prices far below those at which they can procure them in the ordinary course.

These books are the works of the masters of modern fiction; they are well printed and substantially and handsomely bound, and the exceedingly favorable character of our offer brings them within the reach of all.

See the announcement on page 26.

Our Bureau of Information

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

- (1) Official reports of the Federal or Provincial Governments, including maps and reports of the Geological Survey;
- (2) Information about the mineral, agricultural, timber, fishing, water-power and other resources of the country;
- (3) Information upon the best districts for settlement and homesteading in Western Canada, Quebec and Ontario;
- (4) Desirable locations and sites for manufactories and business enterprises in Eastern and Western Canada.

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

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

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MONTREAL, CANADA

Canadian Life and Resources

PUBLISHED MONTHLY

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Beaver Hall Hill,
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Vol. VI. NEW SERIES No. 10 Montreal, October, 1908

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ONE DOLLAR A YEAR

THE STORY OF THE MONTH

A SUMMARY OF CANADIAN AFFAIRS

AT HOME

THE most important, in fact the overshadowing political event of the month, was the dissolution of the Federal Parliament and the announcement of the date of the next general elections, which will be held on Monday, the 26th inst. The campaign opened in earnest as soon as dissolution was announced, and the leaders of both political parties were engaged throughout the greater part of the month in addressing public meetings. The attendance at these meetings has been unusually large, an evidence of the deep and widespread interest taken by all classes in the political questions of the day. The indications are that a very large vote will be polled on the 26th inst. The Parliament just dissolved was the tenth since Confederation and the fourth that has supported a Liberal administration. The last House of Commons, elected in November, 1904, contained 214 members; the next House will contain 221, the increase representing the growth of population in the Western Provinces.

A NUMBER of important appointments were made shortly after the dissolution of Parliament. Thomas Greenway, once Premier of Manitoba and recently member of the House of Commons for Lisgar, Man.; Professor S. J. McLean of Toronto University and D'Arcy Scott, barrister, of Ottawa, were appointed members of the Board of Railway Commissioners, Mr. Scott being also made Assistant Chief Commissioner. Mr. W. L. Mackenzie King, Deputy Minister of Labor, resigned in order to be a parliamentary candidate in North Waterloo, Ont. It was also announced that the Hon. R. W. Scott, Secretary of State since 1896, was about to resign, and would be succeeded by Mr. Charles Murphy, K.C., of Ottawa.

TWO Provinces received new Lieutenant-Governors. In Ontario Sir William Mortimer Clark, appointed on April 21st, 1903, retired, and was replaced by the Hon. J. M. Gibson. For many years Mr. Gibson was a member of the Legislature and a member of the Mowat, the Hardy and the Ross governments. In Quebec Sir Louis A. Jetté, Lieutenant-Governor since February 2nd, 1898, retired, being re-appointed to the Bench, and was succeeded by Sir C. A. P. Pelletier, who from 1896 to 1900 was Speaker of the Senate of Canada.

REPORTS from the West continue to bear out in a most gratifying manner the earlier estimates of the size of the wheat crop. All admit that it will exceed a hundred million bushels, and one hundred and ten million is a reasonable estimate. "With respect to quality," writes a Western correspondent, "the crop is one of the most satisfactory ever harvested. Wheat shows grades far better than the calculators supposed to be possible this year. In the movement to market the grain is ahead of the average. The harvesting and threshing come about a month earlier this year than they did in 1907 and this is a distinct advantage. There

is a better supply of cars than ever before and farmers are using every effort to rush the grain forward. It is expected that one dollar a bushel will be the prevailing price. The oat and barley crops are also turning out well. The weather for the harvesting and threshing operations has been bright and very warm and excellent progress has been made. The West's dream for this year is being fulfilled."

ONE hundred and sixty-six miles of the track of the Grand Trunk Pacific Railway, extending westward from Winnipeg to Wainwright, Alberta, were opened to passenger traffic on September 21st. "The territory served," says Mr. G. T. Bell, General Passenger Agent of the Company, "is rich in farming possibilities and most picturesque in places, as, for example, the valleys of the Qu'Appelle and Assiniboine rivers near the western boundary of Manitoba, about two hundred miles from Winnipeg, and through the Touchwood Hills in Saskatchewan, about three hundred and fifty miles from Winnipeg. In fact the scenic features of the line will justly entitle it to be known as the most picturesque route through the wheat fields of Canada." There will be 97 stations between Winnipeg and Wainwright. Necessarily the business at some of

these stations for some time to come will be very limited, and to provide, therefore, satisfactory facilities at points where no regular agents for the time being are situated, there will be a travelling agent who will handle all transactions between passengers and the railway when the train is in motion.

THE Right Rev. James Carmichael, D.D., Bishop of the Anglican Diocese of Montreal, died on Monday, September 21st, after a brief illness. On the preceding day he had preached in his Cathedral, his subject being the Pan-Anglican Congress and the Lambeth Conference, from which he had just returned. Shortly after the conclusion of the service he was attacked with heart weakness, which resulted in death in the early hours of the following morning, when he passed peacefully away. Dr. Carmichael was born in Dublin, Ireland, on July 24th, 1835, so that he was 73 years of age. He was the son of James Carmichael, Clerk of the Crown for the County of Tipperary, and was partly educated in that city. He was ordained after he came to Canada, in 1859, by Bishop Cronyn of Huron. He was one of a trio of young men who came to Canada from Ireland late in the middle decade of the nineteenth century, each of whom entered the



The Visitors of the Month—The Scottish Agricultural Commissioners photographed at Macdonald College, Ste. Anne de Bellevue, Que.

Church of England, and each of whom, singularly enough, was elevated to the Canadian Bench of Bishops. The two others were Bishops Sullivan and DuMoulin. The former became the Bishop of Algoma and the latter the Bishop of Niagara. He had been rector of Clinton, Ont., and of the Church



The late Rt. Rev. James Carmichael,
Bishop of Montreal.

of the Ascension in Hamilton, but during the greater part of his life he was rector of St. George's Church, Montreal. In 1902 he was appointed Bishop-coadjutor of Montreal, succeeding to the see upon the death of Archbishop Bond on October 9th, 1906. He was a polished, kind-hearted gentleman, a ripe scholar and one of the most eloquent preachers of the Anglican Church in Canada. In writing of Bishop Carmichael the Montreal *Witness* said: "He won the respect and friendship of multitudes, and he may be said to have died in armor, a knight falling with his face to the foe. That, we may be sure, is how he would have wished to pass away."

The Hon. Mr. Justice Bossé of the Court of King's Bench, Quebec, died on September 7th, aged 72 years. He represented Quebec Centre in the fifth Parliament of Canada and was appointed to the bench in 1888.

AMONG the visitors of the month were the Rt. Hon. Viscount Milner, formerly High Commissioner for South Africa. His visit to Canada is wholly one of pleasure, and he will spend six weeks in the Dominion, travelling to the Pacific Coast and back. Every Province of the Dominion was also visited by the members of the Scottish Agricultural Commission, who are here as the guests of the Federal Government for the purpose of studying agricultural conditions and seeing for themselves the resources of the country.

IT was announced in Edmonton that news had reached there that the Canadian Pacific Railway Company have had all summer two large parties of engineers locating a line from Edmonton through the Pine Pass, with a branch north to Dunvegan on the Peace River. If the line is built it will be an important step towards bringing the hinterland of Alberta into touch with the transportation system of the Dominion.

THE Canadian Northern Railway finally approved of plans for its proposed terminals at Vancouver, which are to be at once constructed.

THROUGHOUT the month and in various parts of Canada forest fires caused great loss, large areas of timber land being burned over. The month was remarkable for the lightness of its rain, fall, and this condition, prevailing at the close of an unusually dry summer, seriously affected agriculture. The smoke from forest fires was on several occasions so dense along the St. Lawrence

valley that the navigation of the river was interfered with.

AN important announcement respecting the construction and operating of the proposed railway to Hudson Bay was made by Sir Wilfrid Laurier during the course of his campaign speech, delivered at Niagara Falls on September 15th. Respecting this important project the Premier said: "The Government will build the railway. The Government or a company will be entrusted with the operating; but, whatever we do, all of the terminals and the elevators shall be built by the Government and retained under all and every circumstance by the Government; so as to insure the largest measure of benefit possible to the Canadian people in the North-West Provinces."

DURING the latter part of the month His Excellency Earl Grey was in Western Canada, where he visited a number of the important centres and met thousands of Canadians living in the Prairie Provinces. From Moose Jaw, Sask., which was reached on September 20th, His Excellency and party, with an escort of Royal North-West Mounted Police, proceeded to Buffalo Lake on a shooting trip.

IT was announced that the output of gold in the Klondike this year will amount in value to \$5,000,000, being an increase of \$2,000,000 over the output of last year. It is stated that the output will be greatly increased next year and the Klondike soon will be yielding as much as in its palmiest days.



Hon. J. M. Gibson, Lieutenant-Governor of
Ontario.

THE championship series of the National Lacrosse Union closed on September 19th with the Tecumseh team of Toronto champions, having won eight matches out of the twelve played. The Cornwall team was second and the Capital team of Ottawa third.

ABROAD.

IN South Africa the matter of immigration from India is much larger and more pressing than it has yet become in British Columbia. Canadians will watch with interest the efforts made to solve it in the Transvaal. During the month a mass meeting of East Indians was held in Johannesburg, at which it was decided to ask for the intervention of the Imperial Government to protect the Indians from the Asiatic exclusion law. It was claimed that provision should be made for the free entry into the colony of highly educated East Indians.

THE Interparliamentary Union, which was in session in Berlin, Germany, accepted the invitation extended from Canada to meet in Quebec City in 1909.

DURING the month it was announced that the four colonies constituting British South Africa would on October 12th hold a conference at which an attempt would be made to frame a plan of union similar to that carried to a successful issue forty-one years ago by the British North American Provinces and adopted more recently by the States of Australia. "But before the union can be accomplished,"

writes a London correspondent, "there are difficulties to be overcome. There is a race question, there is a debt question, and there is a trade question. Australia had the two last, Canada the first and last; South Africa has all three. The difficulties are great, but the whole people of South Africa, Dutch and English, demand a unification rather than a loose federation."

SPEAKING in Dublin on September 9th before the British Association, Sir James Grant, M.D. of Ottawa, declared that Canada was the brightest jewel in the coronet of the Empire, and he gave a glowing account of its prosperity and progress. In conclusion, he outlined the preparations to be made for the reception of the Association in the Dominion in 1909. President Francis Darwin then declared the meeting adjourned to meet next in Winnipeg, Man.

IT was announced in London early in the month that the government of the Crown colony of Jamaica, W. I. I., had refused to enter into a reciprocity trade treaty with Canada.

THE Canadian and United States teachers were entertained at a conversazione by the London Teachers' Association on September 22nd. A warm welcome was extended the visitors by Mr. Cyril Jackson, chairman of the London Education Committee, and others. Mr. J. L. Hughes, of Toronto, replied that they were overwhelmed with the kindness of the teachers of the Mother Land. The National Union of Teachers entertained the visitors on the following day.

THE Earl of Crewe, Colonial Secretary, sent Premier Deakin of Australia a despatch which has pleased the Australian Government, as the British Admiralty promises to retain certain cruisers in Australian waters, besides actively assisting in the creation of the Commonwealth's navy. In this important matter of coast defence Australia is setting Canada a worthy example.

IT was announced in London that the Pacific cable receipts last year were £109,637, a decrease of £2,852. The expenditure was £172,522. The deficiencies are recoverable as follows: Great Britain, £17,322; Canada, £17,322; Australia, £20,786; New Zealand, £6,929.

ADVICES received at Victoria, B.C., from Tokio state that the Japanese Foreign Office will shortly open negotiations with Great Britain, the United States and Russia, whereby Japan will join the sealing convention for the regulation of pelagic



Sir Charles A. F. Pelletier, Lieutenant-Governor
of Quebec.

sealing in Behring Sea and the North Pacific Ocean. Japan is now the only nation which permits its pelagic sealers to hunt at will without consideration of close seasons, as arranged by Great Britain, the United States and Russia. The proposed negotiations meet with considerable opposition in Japan.

OUR POINT OF VIEW

“**F**INANCE is the science of organizing and using capital to the greatest advantage. Let us finance Imperially. Let each one organize his domestic finance for the greatest good of the Empire, for the greatest good of the Imperial community at large, and he will surely find that he has acted for his own greatest good. Let each one seek to travel, or to enable his children to travel, in the Empire, or at least to educate his sons in Imperial matters. Let each one give a preference to Imperially made goods over foreign made goods. Let those of us who are fortunate enough to have savings to invest, carefully consider whether they cannot find as sound and as remunerative investments in one or other of the States of Greater Britain as they can in a foreign country.”

THIS inspiring passage we quote from an article recently contributed to a London paper by Mr. R. M. Horne-Payne, the London Director of the Canadian Northern Railway. The Imperial idea is rapidly spreading in Great Britain and the financial aspect of it, which the writer here brings out, is just as important as the political and military aspects.

WHAT we want to see is every part of the Empire working for the whole Empire as far as is compatible with the special interest of each. The stronger and the richer we can make the whole, the more secure will be each part. We have advocated steadily in these columns a Canadian preference for British immigrants. We get a better citizen and the Empire keeps a subject, with every Britisher who comes to Canada instead of going to the United States or the Argentine. Similarly in finance. Canada is the richer for every pound sterling invested here by the British capitalist and the Empire keeps a golden sovereign to develop its own resources instead of those of a rival power. As Mr. Horne-Payne well says to the British reader he is addressing: “There are millions of feet of lumber awaiting the mill; millions of acres of land awaiting the plough; millions of tons of coal and other minerals, and millions of barrels of petroleum awaiting to be recovered; hundreds of cities and towns to be built and industries to be founded. Capital alone is wanted. Shall we not devote our savings to founding these cities and industries, and to supplying the needed means of transport, in preference to lending them to equip some foreign railway or build some foreign navy? It is the people of England, Scotland, Ireland and Wales who must finance the Empire.”

HE makes a point which is familiar to every reader of this magazine when he urges the development of the Empire as necessary to its safety. “Only by the fullest development of Imperial wealth and resources can we continue to support the Navy at the two-Power standard, in competition with the greater populations of Germany and the United States—populations better equipped by technical education and a spirit of national devotion. One cannot travel in Germany without feeling that, from the Emperor downwards, every man is for Germany and bent on German prosperity; or in the United States without feeling that every citizen is a United States citizen first and a private individual afterwards; that his efforts are to make the United States, and his particular State thereof, the richest and most prosperous bit of country in the world, realising full well that in the prosperity of his country he himself must prosper.” Let us bring it about that every man in the British Empire, whether he lives under the Union Jack in the Southern Ocean or within the Arctic Circle, whether he sings “God Save

the King” in the splendid *salon* of a London hotel or round a camp fire on the lonely veldt, is moved by the same feeling, to make his King more powerful and his Empire more potent for good and his fellow-empiremen more prosperous, in the knowledge that the cause of one is the cause of all.

WE Canadians have our part to take in the Imperial movement. Individually we shall never cease our advocacy of a Canadian fleet for home defence. But there are other ways we can assist. Canada must see to it that when Great Britain sends us her capital we treat it honestly. The “wild-cat” promoter flourishes here as elsewhere—witness some of the Cobalt flotations. He must be brought within the boundary of the law. Then the people must vote down any action by municipality or publicly-elected body which causes unfair competition with corporations which have been granted specific powers. A recent instance of this in Eastern Ontario is cited as having dealt a heavy blow to Canada’s reputation in London for good faith. “Now,” says the writer, “we hear the Council of a prosperous Oversea city, with no more than one hundred thousand inhabitants, and having already a large debt, embarking on a series of loans aggregating probably 2¼ millions sterling, amongst other things to construct an electrical plant in direct competition with an existing electrical company’s plant, built largely with English capital, and that although the electrical company still has considerable surplus power unused. Here our Oversea brethren are at fault. The English investors will not submit to such treatment. Other parts of the Empire have for the last ten years or so been absolutely unable to get capital of any sort for any enterprise, however attractive, on account of losses caused by similar methods. Let every individual of Greater Britain make it his business to see that British capital is fairly treated and permitted to secure a good return.”

WE realize more and more clearly every year that the future of the British Empire will be a strenuous one. We have tremendous enemies—enemies who want what we have and can only get what they want from us. All this talk about Germany’s menace of Great Britain is *not* imagination. It has this insurmountable foundation in fact that we have the finest specimens of what Germany wants above and before everything else—colonies. She has an immense population of sixty millions of people and no first-class colony to which to send her surplus people. She has seen ten million Germans lost to Germany by emigration to the United States. She is barred out of what would have seemed her natural colonizing ground—South America—by the Monroe Doctrine. The best parts of Africa have been taken up. Where can she find colonies? Who has the finest colonies? Who but Great Britain? There is the position—clear, unmistakable. It is to get colonies that Germany is building a navy.

WHAT are we in Canada doing to prepare for the inevitable conflict between Germany and the British Empire? What we want to see is 100,000 rifles with one thousand rounds of ammunition for each, stored tight and dry in our country—50,000 efficient militiamen, to be the nucleus of a citizen army of 100,000 men, with batteries of modern guns to arm them, and last and most important, a fleet of Canadian coast defence ships. We should start at once to build one ship a year. When are we going to do it? When war has been declared?



A view from the top of the slope at Moose Mountain, District of Nipissing, showing the mining location and the Canadian Northern Ontario Railway in the background.

MOOSE MOUNTAIN IRON RANGE

ANOTHER VALUABLE DEPOSIT OF ORE IN NORTHERN ONTARIO WHOSE DEVELOPMENT WILL TEND GREATLY TO INCREASE THE IRON AND STEEL INDUSTRY IN CANADA

THE largest deposit of iron ore in Canada, according to Professor Miller of the Ontario Department of Mines, is that in the Township of Hutton, thirty miles north of Sudbury, and known as the Moose Mountain iron range. It extends northwest from Lake Wahnapiatae, in the District of Nipissing, to Lake Onaping, in the District of Algoma, a distance of forty miles. Its existence has been known for some years, prospectors for gold on the Vermilion River having made portages across the ridge at a point known as the Iron Dam, where the wearing away of the moss by the feet of the portagers exposed the rock, but steps were not taken for its development till the Canadian Northern Railway undertook the construction of a branch line, which was completed in 1907, when active mining operations were commenced. This line, thirty-five miles in length, connects with the Canadian Pacific Railway near Sudbury, and will form part of the main line of the Canadian Northern between Toronto and Winnipeg. A branch of six miles will connect with the Keys, an excellent harbor with twenty-four feet of water beside the dock, on the Georgian Bay. The distance from Moose Mountain to the Keys is only eighty miles, a shorter distance than the Minnesota ores have to be hauled to reach Lake Superior.

The Moose Mountain iron deposits occur in rocks of Keewatin age, which is the oldest series known in that part of North America. The ore is a magnetite, and analysis shows it to be of very superior character. An assay given by Professor Coleman in the report of the Ontario Bureau of Mines for 1904 is as follows:

Iron.....	62.64
Phosphorus.....	0.011
Sulphur.....	0.056
Titanium.....	None

The ore contains more metallic iron than the Lake Superior ores.

Mining operations have been carried on at Moose Mountain for about a year, and a considerable quantity of ore is ready for shipment. It is expected that a train-load a day will be sent out this season.

The surface of the ore body is one hundred and forty feet above the railway track, at what is known as No. 1 deposit. The ore is extracted by overhand stoping from an open face sixty feet to seventy feet high. It is trammed to a chute, discharging thirty feet below the bottom of the present stope into a No. 8 Austin gyratory crusher, which reduces it to a maximum size of five or six inches diameter. It then passes through a revolving screen with quarter inch perforations. The rejections go to the foot of an elevator pit, the balance to a No. 5 Austin gyratory crusher, discharging into the buckets of a 52-foot centre-belt elevator, which elevates it into loading bins, whence it is discharged through hoppers into the cars. The crushing plant is driven by a 16-inch by 42-inch Jenckes Corliss engine. Steam is supplied from two 150 horse-power return, tubular boilers.

Extensive preparations are being made at the Keys for the shipment of the ore. A trestle a mile long has been built, on which the ore-trains will run up. The ore will be dumped into pockets and transferred to a rubber belt-conveyor running through a tunnel cut in the rock, then elevated on another belt to a trestle sixty feet above the water, where it will be held ready to be shot into vessels. The capacity of the dock plant is 8,000 tons per day of ten hours. It has been constructed under the superintendence of Mr. R. M. Pratt, who built the elevator and coal docks at Port Arthur on Lake Superior.

The ore will, in the meantime, be shipped to Cleveland and other United States ports, but it is in contemplation to establish a smelter at the east end of Toronto. Mr. D. D. Mann, on behalf of Moose Mountain, Limited, applied some months ago to the City Council for 350 acres of the marsh at Ashbridge's Bay,



The ore pile, Moose Mountain Mines, showing the ore ready for the smelter.



The power and crushing plant, open pit and ore stock pile, Moose Mountain Mines.

which will be filled in and used as a site. The financial stringency of last fall prevented the project from being carried out at once, but when the money market becomes easier it will be proceeded with. It is intended to erect a smelter with a capacity for treating 1,400 tons of ore daily, and ultimately to establish a steel plant, rolling mills, steel plate works, steel car works and kindred industries, which, it is expected, will give employment to a force of 15,000 men and make Toronto the Pittsburg of Canada.

Moose Mountain was visited last year by the American In-

stitute of Mining Engineers, on the occasion of their annual meeting at Toronto. Many of the members expressed themselves in no measured terms as to their appreciation of the valuable character of the deposit. Recently a party of prominent United States capitalists, interested in the iron and steel industry, visited the mine, in company with Mr. D. D. Mann of the Canadian Northern Railway. The party included John W. Gates and J. F. Harris of New York, C. H. McCullough, President of the Lackawanna Iron and Steel Co.; John Lambert, President of the American Steel and Wire Co., and a number of others.

A LOSS TO CANADIAN ART

(Photos by Lapres & Lavergne.)



The late Henri Julien.

CANADIAN art, and especially that branch which devotes itself to telling by means of pencil, etching and daily newspaper the story of national life, lost its ablest, most versatile and most industrious exponent when on September 19th, Henri Julien of Montreal passed suddenly away. Although still in the prime of life, he was the first artist, not only in Canada but on this continent, to make a success of illustrating a daily newspaper. He had many imitators but no superiors and at

the most only a few equals. His talent as an artist was great, his technique correct; but besides these high qualities the rapidity with which he worked was truly marvellous. From the busy life of a newspaper artist he had snatched enough time to complete a few pictures in oil, which are not only the delight of all who have seen them, but indicate what he might have accomplished had he devoted himself wholly to this field. Perhaps his best known painting, and which now adorns the walls of the National Gallery at Ottawa, is "La Chasse-Galerie," a photo-

graph of which is here reproduced. Its subject is an old French-Canadian legend which tells of a party of hunters borne in their canoe through the clouds on Christmas eve by the Spirit of the Air to their distant home.

The folk-lore and the simple but picturesque life of the French-Canadians appealed strongly to their gifted compatriot, and perhaps it is not claiming too much to say that Henri Julien was the greatest artist they have yet produced. But he was more than the artist of a section of our people. His work had taken him into practically every part of Canada and his sympathies were as broad as the country itself. Wherever he was known he had friends, and wherever his pictures were seen he had admirers.



"La Chasse-Galerie," by the late Henri Julien.



A view of one of many of the charming little harbors along the beautiful southeastern coast of Nova Scotia where the yachtsman can lead in summer an ideal life.

TWO GIRLS IN A BOAT

A TWO WEEKS' CRUISE ALONG THE SOUTHEASTERN COAST OF NOVA SCOTIA
WHERE FISHING FOLKS ARE VISITED AND PIRATE YARNS ARE SPUN AGAIN

(Written for CANADIAN LIFE AND RESOURCES by Josephine Fredea.)

FIFTY weeks in the treadmill of work and so-called pleasure in the city—two short weeks of vacation. This is the condition which confronts many a woman to-day. How best to employ the brief play-time at her disposal is the all-important problem. Let me describe the delightful solution we arrived at during the past summer.

Having but a short two weeks' outing we planned to spend every possible moment out-of-doors in the real, unspoiled country, and in as novel and unconventional a manner as possible. As we both love the sea and can manage a boat fairly well, we decided to make a little voyage along shore, keeping a watchful eye on the weather probs and stopping here and there as fancy might dictate.

Leaving the Halifax and Southwestern Railway at Hubbards, we stopped over for one day to complete arrangements for our trip as well as to explore the pretty little village, gay with American tourists. Hubbards is a very pleasing place and decidedly picturesque. The houses are clustered along encircling hills which enclose a pretty, crescent-shaped cove; to the north and west are great tracts of forest country where moose and many sorts of smaller game are plentiful, while in the numerous lakes and streams the angler finds a sure reward. Just back of the village is Lake Saulier, a lovely little sheet of water nestled amid a natural park heavily wooded with pines. Cool paths, carpeted thick with the soft, brown pine-needles, wind among the trees and lead to quaint log-cabins on the lake-shore, which are let to tourists for the season.

Then, down by the sea-shore, are the rough wharves and fish-stages, nets with their buoys and floats, lobster-traps and queer-shaped eel-pots, woven of rods. There was a good sand-beach, too, with a full tide, so we made haste to don our bathing-suits and fling ourselves into the embraces of Old Ocean. The temperature of the water was delightful and Peggy quoted rapturously, if inelegantly,

"Golly! but dis am delicious!
'Taint no wonder dat de fishes
Crimp der noses at de people on de shore!"

Later, we stroll along the shore and make the acquaintance of three ancient fishermen who are basking in the sunshine on an up-turned dory, enjoying certain extremely odorous clay pipes. We begin to ask what we consider very "intelligent" questions, but ere long we realise that we are making some terrible errors and brightening up the lives of the aged trio by our frantic efforts to express ourselves in proper nautical terms.

We are up early next morning, and after a "dip" and a hearty breakfast, we prepare to embark on our trip. Our suitcases, oil-clothes and provisions are already on board. Early as it is, there are half-a-dozen fishermen about the wharves, looking horribly wise and critical as they watch us get under way. Our mainsail is hoisted and secured in proper style, the jib is run up, the centre-board lowered; I grasp the tiller and flatter myself that the operation has been performed with great *éclat*, though with considerable inward trepidation. A furtive glance shoreward in search of marks of appreciation of my nautical ability, reveals those Sons of Neptune fairly crowing with delight, while one among them flings his arms about with elaborate directions. In a moment I make the humiliating discovery that we have neglected to cast off our mooring! "Pink as a peony," I remedy the mistake and we are off at last on the trip southerly along the shore.

The day is simply perfect. There is a light but steady breeze under whose influence we leave behind us the dimpling cove with its girdling hills and harbor beacon and are soon slipping easily past Fox Point and Mill Cove. Easterly for hundreds of miles rolls the great sweep of the Atlantic; westerly, the lift of the Aspotogan peninsula along whose side the road runs in and out following the curves of the shore, with the cottages of the fishermen strung like scattered beads along its course. Some of these dwellings are very trim and neat, pictures of contented industry; while others are of a most primitive description, guiltless of paint or whitewash. Perched on the rocky shore they look like big grey gulls, brooding over their nests. The land grows gradually more elevated and the scenery is picturesque in

the extreme. Northwest Cove is a lovely little bay bisected and enclosed by bold headlands.

Keeping close inshore, we pass Southwest Cove, Owl's Head and White Point, where we alter our course northwest to Aspotogan Harbor. It is four o'clock when we land here in a sort of a gash that looks like an accidental slip of the great knife that carved out the bold shore.

Aspotogan is a little fishing hamlet cuddled in under the foot of the mountain that gives it its name, and so far as appearances go, it might be a thousand miles from civilization. But it is a great place for lobsters and for the various kinds of sea-fowl. From August till late December a host of migratory birds may be seen flying southward, and through these months the shooting is at its best. With the first easterly storms of August come the plover, snipe and curlew; then follow the coots, whistlers, shell-ducks, sea-ducks, wild geese and scores of others. These birds fly chiefly in the early morning and in times of storm. Then there is grand sport along the projecting headlands and among the scattered ledges and islands.

We slept that night at the home of one of the fishermen. The sons of the house were evidently ardent sportsmen, and we listened with much interest as they discussed the morrow's shooting or related experiences of other seasons, their hands all the while busy filling shells, polishing and oiling guns, etc.

Early to bed is the rule in this part of the world. And *such* a bed! A great billowy mountain that seemed to require the assistance of a step-ladder, two ticks filled with the softest feathers



A fishing fleet at anchor in Lunenburg harbor on a calm summer morning.

of the sea-fowl, into whose downy depths one sank deliciously in heavy, dreamless sleep.

Long before dawn the gunners are up and away, each in his little shooting-shell, riding at ease in his chosen position, awaiting the daylight and the flying birds. When we emerge into the sparkling morning air, the bang of their guns, sounding above the dull roar of the surf, tells of their frequent success, and at about nine o'clock their boats return bringing full three-score birds, among them three very fine black ducks, red-legged and yellow-billed.

The clear, green water is dancing in the freshening breeze as we slip out of the harbor and follow along the shore around New Harbor Point to the entrance of Chester Bay, noting as we pass the fine sand-beaches near Bayswater. It is said that in days gone by a ship was wrecked near this locality and that the cowardly sailors made haste to save themselves, leaving women and children on the wreck to perish. Since that time, in every screaming gale, you hear the women shriek for mercy to the dastardly crew who long ago abandoned them to their fate. However, as in many places, the sea has worn great holes in the cliffs, one might hear almost any gruesome sound of a stormy night.

Such generous, free-hearted hospitality as one meets along this shore is truly a joy to encounter. At Blandford we stopped for several days, lodging with the dearest, quaintest, old couple imaginable. No queens could have been more solicitously cared

for than were we two wanderers in a sail-boat, and we certainly had "the time of our lives." We went "hand-pottin'" with "Uncle William," as we christened him, for he was every bit as dear and lovable as the uncle of Jeannette Lee's creation.



The cove along whose shores is built the little Village of Blandford.

"Hand-pottin'" is a most fascinating occupation; the more so, as at this season of the year, it has the same attraction that the apple had for Mother Eve. A hand-pot is a slender iron hoop about three feet in diameter, from which hangs a big pocket or dip-net of coarse twine. A bit of ancient fish is tied in the middle of the net for bait. The handpots are attached to long lines buoyed with a bit of brush, a cork float or any object to catch the eye of the fisherman. They are then thrown overboard from the boat, sinking by their own weight, at frequent intervals in some favorable locality. Twelve or fifteen handpots having been thus placed, we row back through the shimmering moonlight to the beginning of the line. By this time the smell of the bait has done its work. When Uncle William hauls up the pot, three great, green lobsters snap venomously as he drops them into a big basket amidships. Back and forth along the line we row, with varying success, till at last we have "got-a-plenty for this time." Thirty delicious crustaceans are the reward of our illicit adventure; but, praise be! the inspector is many miles away and I am telling this quite confidentially.

A born story-teller was our Uncle William and many a thrilling tale of the early settlers did he relate for us. There were stories of cruel Indian massacres, of hairbreadth escapes by land and sea, of pirates and buried treasure and ghostly guardians of the same. In the cool evenings we clustered round the big open fire-place, Uncle William in the oaken settle, his wife, with her old-fashioned spinning-wheel just opposite, and we girls sharing the hooked rug with the cat. One dark, cloudy night, when a heavy stillness covered the water like a pall, "'Tis a good night to see the Teazer light," said Uncle William, pressing the tobacco into the bowl of his pipe with the reminiscent air which



A house at Mill Cove in which lived three generations of fishing folk

always presaged a story. Presently he went on: "It was in the war of 1812. There was a goodish bit of privateering done on both sides. Folks along shore had tried their hand at it in the time of the Revolutionary War, and a good many made tidy fortunes out of the business. Perhaps they relished a bit of a fight, too; anyway, they was mighty keen to take up the trade again as soon as they got the chance.

"The 'Teazer' was an American privateer about seventy-foot keel, and had her bulwarks filled in with cork clean up to the rails. She was painted black with a big carved alligator for a figurehead. She carried some big guns on deck and was a pretty fast saller, too; so folks along shore and coasters running between shore ports stood in fear of her and kept an eye peeled most of the time in case she'd heave in sight. She picked up so many fat prizes, in fact, that two frigates and a brig-of-war were sent after her by the Government. Liverpool always had a fine appetite for reprisals, so she, too, sent out a privateer to capture the American and add another trophy to the number already set down to her credit.

"Between these the 'Teazer' soon found herself in pretty hot water, so to speak. She was none too well acquainted with the coast and the fog was drifting round in banks when she first spied the men-of-war on her tack. She ran in towards Lunenburg and the people there thought for sure the Yankees were going to take the town, so they began to pack up their valuables and cart them out of town to safe hiding-places. But when they saw the warships on her track they calmed down a bit.

"When the captain of the 'Teazer' realised that he was getting into a corner, he tacked ship and ran out between Cross Island and the main into Chester Bay, and stood away up inside of Big Tancook. Close behind her followed the British ships; the fog was closing in and the 'Teazer's' men failed to see the eastern entrance to the Bay—they thought they were completely landlocked and in desperate straits. A British deserter was acting as one of the officers of the 'Teazer,' and when he saw that escape was cut off, knowing well his punishment if he were taken by the British, he set fire to the powder magazine.

"The noise of the explosion was terrific; it was heard for miles away and the sight of the burning ship was a thing never to be forgotten. Out of her crew of nigh on forty men only eight escaped alive. The wreck was towed ashore on Naus's Island, near Chester, and lots of people have little nick-nacks made out of her frame. This stick of mine was a bit of her keel—best live oak it is, and good for many a year to come.

"They say a basket floated ashore, too, among other things, and in it were found a baby's little garments, a needle case and such like little stuff, and a small book called 'The Care Killer.' I often think about the woman that owned that basket.

"Somebody of the old ship's crew can't rest easy in a

watery grave, for many a one will tell you how they saw, on nights like this, the phantom ship run up the bay till all her sails and rigging are ablaze, and once more in a wild burst of flame, she disappears."

For the last day of our vacation we planned a visit to Deep Cove. On the previous evening we bade farewell to the dear old couple who had given us one of the happiest weeks we ever spent, and, shaking out our sails to the gentle breeze, we slipped along the shore to the famous ancient resort of the pirates. This lovely arm of the sea is about a mile long and never more than three hundred yards wide, while the water is so deep that excursion steamers run their gang planks from their decks right on to

the main highway. Round about it rise the rugged cliffs of Aspotogan Mountain, with the road to Blandford clinging along its foot. We planned to pass the night in the Cove, for we had been told that sunrise from the mountain-top was a spectacle whose beauty could never be forgotten.

Dropping anchor well up the cove, we lowered our jib and let down our mainsail to form a shield from the evening dews. Then we cuddled comfortably into our

warm rugs and thus settled for the night. The beetling mountain and the dark water became almost equally invisible; the silence was unbroken save by an occasional hoot of an owl from the dark forest, the splash of a fish from the water or the distant wild laugh of a loon. Before we finally fell asleep the moon climbed over the brow of the mountain, veiling its rugged slopes in misty glory.

To fully appreciate this beautiful spot one must see it either in the early morning or evening. About four o'clock next morning we pushed our boat alongside an old wharf and effected a landing. The ascent of the mountain was by no means easy; there were rough boulders, great trees and tangled bushes; but we finally reached a small tableland overlooking the bay, from whose western edge the precipice dropped hundreds of feet to the cove below. Instantly all fatigue is forgotten. Spread out before us in a magnificent panorama is the whole beautiful bay with its hundreds of islands. Not the faintest breath ruffles its surface, heavenly blue and just beginning to blush rosily at the approach of the sun. Each lovely islet hangs entranced over its own image in the depths below. To the left lie the Tancooks and Ironbound, the home of a fine, hardy race of fishermen. Far away on Western Shore a trail of white smoke marks the approach of the iron horse, whose track we must follow away from the corner of Paradise. Right at our feet Deep Cove lies still in faint shadow, yet each tree and branch on the mountain-side is faithfully reproduced below; the Blandford road looks like a bit of white cord dropped carelessly on the shore, and our trusty little boat, which has helped us enjoy two delightful weeks, seems but the veriest toy.



The little hamlet of Aspotogan cuddled in under the foot of the mountain.

THE HILLS AND THE SEA

Give me the hills and wide water,
Give me the heights and the sea;
And take all else, 'tis living
And heaven enough for me.
For my fathers of old they were hillmen,
My sires they were sons of the sea.

Give me the uplands of purple,
The sweep of the vast world's rim,
Where the sun dips down, or the dawns
Over the earth's edge swim;
With the days that are dead, and the old earth-tales,
Human, and haunting, and grim.

Give me where the great surfs landward
Break on the iron-rimmed shore,
Where Winter and Spring are eternal,
And the miles of sea-sand their floor;
Where Wind and Vastness, forever,
Walk by the red dawn's door.—*W. Campbell.*

HOMES OF CANADIAN PUBLIC MEN

CANNING, N.S., probably knows Sir Frederick Borden best as a physician, for it was there forty years ago that he began the practice of his profession. In Ottawa where, during the past fifteen years at least, the greater part of his time has been spent, he is known as Minister of Militia and Defence. Since taking office he has been obliged to live at the Capital, and his home, situated in the southern part of the city and within fifteen minutes' walk of Parliament Hill, is one of the most beautiful residences there. Sir Frederick was first returned to the House of Commons in 1874, and with the exception of one Parliament he has had a seat there ever since, representing Kings, N.S., which only once since Confederation has elected a Conservative. He saw the Mackenzie government come into office and go out; he sat through the long years of Liberal opposition, and when his party returned to power in 1896 he took office as Minister of Militia and Defence, and has held that portfolio ever since. The spacious grounds surrounding Sir Frederick's home and the abundance of trees and shrubbery are an instance of that feature of the residential quarters of Ottawa which contributes so much to the beauty of the Capital. Ottawa is a city of homes, each with its lawn and garden, and the streets are wide and well-kept.



The residence of the Hon. Frank Oliver, Minister of the Interior.

THE Ottawa residence of Mr. R. L. Borden is situated about a mile east of Parliament Hill, near the Rideau River. It is surrounded by spacious grounds containing an abundance of trees, flowers and shrubbery, which in almost every residential part of Ottawa delight the eye and so largely add to the beauty of the homes of its citizens. This residence was built a few years ago, and when the Rt. Hon. Sir Charles Fitzpatrick was a member of the Government he lived here. Two years ago it was purchased by Mr. Borden, and since then it has been the Ottawa home of the leader of the Opposition and one of the centres of the brilliant social life of the Capital. All Canada knows of Mr. Borden as a public man and a lawyer, but few know that like so many other men who have achieved distinction, Mr. Borden was once a teacher. After completing his classical education he was for a time one of the professors in Glenwood Institute, New Jersey. Returning to Halifax he studied law, was called to the bar and soon rose to the head of the profession. Mr. Borden was born at Grand Pré in "the land of Evangeline." He has another beautiful home in Halifax, where he resided until his arduous duties as a party leader compelled him to make his home in the federal capital. He became leader of the Opposition in February, 1901.



The residence of Sir Frederick Borden, Minister of Militia and Defence

IT was in the winter of 1905 that the Hon. Frank Oliver, member of the House of Commons for Edmonton, Alberta, became Minister of the Interior. Hitherto, as soon as the session of Parliament came to a close, he had been free to return to his home and his newspaper office in Edmonton, but upon taking charge of one of the departments of the Government he was obliged to reside in Ottawa, and so he purchased the pretty residence which is now his eastern home. Mr. Oliver is one of the many sons of Ontario who have gone West and succeeded. He was born in Peel County, and when little more than a youth cast in his lot with the people of the prairies. When Edmonton was only a frontier post he established a newspaper there. The railway was far distant and supplies had to be hauled in by ox-train. Paper was expensive and often the pages of his journal were small and few; but he filled them with the very matter the people of the district wished to read and the paper lived and flourished. Mr. Oliver had been a member of the Legislative Assembly of the North-West Territories before he entered the House of Commons in 1896. At the general election of 1904 he won the distinction of receiving the largest majority recorded during the campaign, namely, 2,009. When he sought reelection as a Minister he was returned by acclamation. Mr. Oliver's constituency is a large one, for it extends to the northern boundary of Alberta and, therefore, includes a large portion of the valleys of the Athabasca and the Peace rivers.



The Ottawa home of Mr. R. L. Borden, Leader of the Opposition.



Athabasca Landing, the jumping-off place for the Far North.



Making the over-land journey to Peace River Landing.

NORTHWARD HO !

TRAVELLING ON THE PEACE RIVER TRAIL AND FLOATING DOWN THE GREAT RIVER ON A RAFT TO FORT VERMILION

THE development of the past ten years has robbed western travel of its element of adventure and even of its pioneer conditions of difficulty and hardship. The Red River cart, once the right arm of transportation service on the prairies, has been shorn of its glory, and its journeyings now seldom extend beyond the immediate locality in which its owner lives. The pack-horse and the "prairie schooner" are disappearing before the on-coming of the iron-horse, and the people of the West travel as do the people of the East, by means of well-equipped railway trains running over well constructed and well maintained tracks of steel. The "Wild West" of Indians and buffaloes and prairie trails has given place to three well ordered and rapidly developing Provinces over the greater extent of which prevail the conditions of modern civilization.

It is now in the North that one must look for the wilderness. Here roads are for the most part but tracks through the forests and across the plains, rivers are unbridged and the canoe and the dog-train are still the principal means of transportation. To some of the rivers the steamboat has come, but the railway has not yet reached this great hinterland of Alberta and Saskatchewan, and he who would travel through it must have time on his side and be prepared to rough it in true frontier fashion.

The manner in which journeys are made and goods carried into this Far North is simply and yet very graphically described in an account, somewhat in the form of a diary, of a trip made in the early spring of 1907 by Mr. Frederick S. Lawrence from Edmonton to Fort Vermilion on the Lower Peace River, where for almost twenty-five years Mr. Lawrence made his home, co-operating with the other members of his family in cultivating a farm which has the distinction of being the most northern tract, of any considerable size, under crops on this continent.

This diary, never before published, cannot, owing to its length, be reproduced here in whole, but sufficient can be extracted from it to give the reader a pretty clear idea of what "Northward Ho!" means to the traveller who wishes to pene-

trate the southern portion of the Mackenzie Basin. The supplies Mr. Lawrence was moving northward were for the Experimental Station, which the Federal Department of Agriculture, largely owing to the representations of Mr. Lawrence, established at Fort Vermilion. Spring was coming on and it was essential to the success of the season's work at the station that the supplies be delivered as early as possible. "For baggage," writes the northern traveller, "we carried a change of clothes, a copy of the 'Sky Pilot' and a kodak."

The journey commenced at Edmonton on May 1st and five days later Athabasca Landing was passed and the team of horses hauling the heavily loaded wagon, were headed for the Lesser Slave Lake. The road was very heavy and for long distances it led through a bush country "with its almost interminable muskeg, bush and fallen timber, with here and there a lynx snare." The first halting place was the settlement at the west end of the Lake where there are busy trading posts, two saw-mills, a grist-mill, several threshing outfits and two large, well-built churches.

The next stage of the journey was from Lesser Slave Lake to Peace River Landing. "This road," writes our traveller, "has the reputation of being the worst in North America." There was mud everywhere; here and there deep holes and stumps all along the way. A bridge had been burned and Hart River had to be forded. It was found that the water would reach to the top of the waggon-box. "The load was thrown off and a floor made of poles was laid across the top of the box, part of the load piled on, and as the waggon did not happen to capsize the opposite shore was reached in safety. During the next trip the waggon stuck in the mud and we had to get into the water and mud to



A piece of especially bad road.

pry out the wheels before the team could haul the waggon across. . . A considerable portion of the road led through land that showed evidence of great fertility, and upon cultivation it will produce crops equal to those of any part of the North West".

Peace River Landing, four hundred miles from Edmonton, was reached on the evening of May 17th. Here is a flourishing



Ready for supper at the end of a hard day's journey.

settlement containing trading posts, churches and mission schools, and the homes of a number of successful farmers.

The remainder of the journey was made by means of a raft upon which the supplies and baggage were loaded. Steered by the travellers it was borne by the current down the Peace River to Fort Vermilion, three hundred miles northward. This part of the journey was performed in fifty-three and a half hours, "without stopping once, landing or going ashore."

"Merrily we glided along," writes the northern traveller, "at the rate of $5\frac{1}{2}$ miles an hour down the great Peace River now swollen by the recent thaws in the Rocky Mountains. The quickly changing scene was full of interest—great sandstone cliffs, banks eight hundred feet high down whose face noisy rivulets poured into the river, with here and there heavily wooded islands thrusting themselves into the channel. . . . On one corner of the raft a fire-place had been made of clay and there our meals were cooked. During the afternoon of the first day we passed the mouth of a creek where seams of coal could be seen.

The sloping hill-sides were covered with grass, and on a small



The raft and its crew floating down the Peace River.

knoll about half way up a huge black bear was feeding. A little farther on two more bears were seen, and then we passed Tar Island so called because of the spring of mineral tar or asphaltum found on the gravel bar. There is also a flow of natural gas here.

At ten o'clock day-light faded into the shadowy night of the North. On watch to keep our raft in the proper channel we were silently and steadily carried on our way through the vast, lone wilderness. Shortly after one o'clock the eastern sky began to brighten and a few minutes after four the sun showed above the horizon."

That morning the mouth of the Battle River was passed. It was here that the Beaver Indians, desperate at being driven from their southern hunting grounds by the Crees years ago, made a desperate stand and compelled their enemies to sign a treaty of peace. From these events the two rivers have taken their names. Further on the river grew wider and the banks were not more than two hundred feet high. Sounds of a terrific combat reach the

raftsmen. "Presently a large moose, with sides and flanks torn and streaming with blood, plunged over the brow of the hill, followed by four or five gaunt timber wolves. Down the steep hillside they came, through dense underbrush, over fallen timber, straight for the river. With the wolves almost upon it the maddened moose leaped from the last ridge of land into the icy water and swam swiftly towards the opposite bank. Seeing that their prey had escaped, the wolves set up a howl of rage and disappointment and slowly returned to the forest."

"The sun is now going down in this lone northern land, while our raft is being borne by the mighty Peace River silently yet swiftly to its destination. Past long, dark wooded islands we are swept onward, and through those fertile valleys whose worth as an agricultural country the Experimental Station, to which we are carrying supplies, will, we hope, demonstrate to the people of Canada."

During the brief hours of the May night—the last of the journey—the travellers did not dare give themselves up to sleep



Where heavily-wooded islands thrust themselves into the channel.

fearing that while they slumbered their raft would be carried past their desired destination at Fort Vermilion. Watch was kept and the travellers were ever ready to run out their long oars and pull for the shore as soon as the landing-place at the Fort came within sight.

The sun rose clear and bright and on they glided, but soon their eyes recognized the familiar and welcome banks on which stood their homes. The raft was then rowed out of the swift current, and at five o'clock in the morning of May 21st it was brought safely to its moorings at Fort Vermilion. The whole journey from Edmonton, a distance of seven hundred miles, had been made in exactly twenty days. The voyage of three hundred miles on the raft from Peace River Landing to Fort Vermilion was made in two days and a-quarter, the remainder of the time being occupied with the tedious journey across country from Edmonton to the Landing.

The purpose of the trip was accomplished. The supplies were delivered in time and the Experimental Station in the Far North was established.



Citizens of the Far North who welcomed the travellers home.

OUR HISTORY IN STATUES AND MONUMENTS

XXII.

BORDER countries, as a rule, are the scenes of events which make history. The fact that owing to their geographical position they mark the limits of the national domain, tends to accentuate in those localities the national idea and to bestow upon them something of the character of perpetual reminders of national allegiance.

And in days of strife when appeal is made to the cruel and equally unreasonable arbitrament of war—days long since past so far as our happy land is concerned and which all hope may never return—it is the border country that first hears the clash of arms, furnishes for the most part the battlefields and bears longest the scars of the conflict.

Much of the history of Eastern Canada was made along the southern frontier of the Province of Quebec. That history began almost three hundred years ago when Champlain passed up the lake that bears his name and attacked the Iroquois in the Adirondack forests. Through the century of conflict between the rival colonies that watercourse was the great highway of war. Along this frontier were fought, during the war of 1812-14, the battles of Chateauguay and Lacolle Mill, and in the uprising of 1837-38 it was the scene of several conflicts.

The last occasion on which the peace of that frontier was disturbed was on May 25th, 1870, when an attempted Fenian invasion was frustrated by the victory gained by a handful of farmers at Eccles' Hill.

In the spring of 1866 a Fenian force of considerable strength invaded the parish of St. Armand East which forms the southeastern border of the County of Missisquoi, Quebec, and owing largely to the neglect of the Government of the day in not protecting the Missisquoi frontier, the invaders were able to pillage the homes and farms of the locality.

"Directly after the raid of 1866 the sturdy farmers and leading men of Dunham and St. Armand resolved to take measures to protect themselves in case of another invasion, and proceeded to organize themselves into a company known as the Home Guards, under the lead of Capt. Asa Westover. This company procured the best breech-loading rifles and an ample supply of ammunition. Some of the very best shots in the county joined the ranks. At the first intimation of a second raid in 1870, Capt. Westover's men were on the alert. Scouts were sent across the lines to watch the movements of the Fenians, and guards were posted at various points along the roads crossing the boundary, in order to insure against surprise and to check the advance of the enemy. They gathered much information regarding the movements of the Fenians and on the morning of May 25th they were found at Eccles' Hill, ready to meet the invaders."

At this point the international boundary runs through a

valley down which flows a small stream. From each side rise hills whose tops are clothed with maple trees. The ridge to the north of the line, known as Eccles' Hill, is covered with ledges and huge boulders, which afforded excellent shelter to a defending force, and it was from behind these defences that the little band of Canadians repulsed the invaders of thirty-eight years ago.

The following account of the battle is taken from the report of the Missisquoi Historical Society :

"On the morning of May 25th, 1870, Eccles' Hill presented a lively scene. Reports gathered by the Canadian scouts during the night were to the effect that a body of Fenians, estimated at four hundred, were at Hubbard's Corner, in Franklin, Vt., only a mile away, and were evidently preparing to advance across the line into Canada. As a natural consequence, great excitement prevailed, crowds of citizens were hurrying in all directions. Captain Westover's men, wearing red scarfs, were posted at points about the hill quietly watching the movements across the line, where the Fenian pickets could be plainly seen in the distance. Colonel Brown Chamberlain had arrived with a few men

of the 60th Rifles, Imperial, less than thirty in all, and was making preparations to meet the enemy. Captain Bockus, with the volunteers, occupied the left of the line, up to the crest of the hill. The Home Guards were posted to the right, from the crest of the hill along a line of rocks extending down towards the creek at the foot of the hill. Directly the Fenians came into view, marching down the road two companies being in advance of the main body with fixed bayonets, kept steadily on until within a few yards of the iron post, when they broke into the double and in a minute were upon Canadian soil. Along the Canadian line for a few mi-



The monument marking the battlefield at Eccles' Hill, erected in 1902 by the Dominion Government under the supervision of the Missisquoi Historical Society.

minutes previous to this there had been utter silence, not a person moved, not a word was spoken. All were intently watching the enemy. Then from down the right of the line where were posted the Home Guards, there came a single shot, instantly followed by a volley from the whole line. The silence was broken, the engagement had begun, and so rapid was the firing that one continuous volley rolled from Eccles' Hill and echoed over the surrounding country. At the first fire a Fenian fell dead, and several more were wounded. For a moment there was utter confusion in their ranks. They halted as the storm of lead struck them with such force. They returned the fire for a few minutes then staggered, wheeled and fled in all directions for shelter behind the buildings and fences. The main body turned to the left and made for a wooded hill opposite the Canadians' position where they opened fire, but with little or no effect. For a time a fire was kept up by both sides, and finally ceased, with only occasional shots. A little later on the Canadians, having been

reinforced by cavalry, the Victoria Rifles of Montreal and the 52nd Battalion of Brome, formed a skirmish line, and advanced down the boundary line, and drove out the Fenian invaders, who fled far out of reach of the Canadian bullets. The battle was over the day was won, and the Canadian force returned and camped on the hill, ready for action at a moment's notice, if required."

The monument marking the Eccles' Hill battlefield, erected by the Federal Government under the supervision of the Missisquoi Historical Society, was unveiled on Dominion Day, 1902. Col. Asa Westover who commanded the Home Guards on that

eventful 25th of May, 1870, was present to take part in the ceremony. But few of his comrades were then alive and he, too, has since passed away. The Federal Government was represented at the unveiling by the Hon. Sidney Fisher, Minister of Agriculture.

The monument is solid and enduring. "It stands upon a high plateau and can be seen from a long distance. When the grounds are finally graded, and trees planted it will be a very attractive spot, an ornament to the locality and an honor to the Government as well as the Missisquoi Historical Society under whose inspiration and supervision it was erected."

NOTES OF THE EMPIRE

"Canada and the Empire is our politics."

AUSTRALIA is a very long way from Canada and our people have not very much knowledge of, or interest in, the great island continent in the Southern seas. Yet the affairs of the Commonwealth ought to be followed with attention by Canadians. Although many political conditions there are very different from those with us, Australia and Canada have many problems in common to solve.

AUSTRALIA in the past has been an example of the national evils arising from a country being isolated. It is not good for nations, any more than for individuals, to live alone. Canada would not have been the country she is, had it not been for the proximity of that powerful neighbor, the United States. In the presence of this great rival, internal differences were sunk in a spirit of patriotism, Australia in her peaceful solitude developed fads and fancies. She might have had a population in excess of our own had she not discouraged immigration even from Great Britain, on the assumption that nobody was quite good enough for Australia but an Australian. But the Japanese Russian war has changed everything in the Pacific, and not least of all, public opinion in Australia.

THE Australians now feel Japan to be very near to them—indeed they feel her presence more than we do, although we are much nearer. Take their attitude on the question of national defence. Whilst there were practically none but British warships in the Pacific, Australia took little more than an academic interest in the meaning and importance of naval power. She was safe from attack because there was no power anywhere near to attack her. Hence her rather languid support of the British navy and her neglect of military training.

BUT the rise of a great naval power in the Pacific swiftly changed her feeling towards the question of national defence. She has just committed herself to a great scheme of universal military training which promises to give her in a few years a manhood trained to arms and the problem of her naval defence is exciting keen interest and debate all over Australia. It seems to us that in commencing a scheme of providing coast defence boats, she is on the right lines. If she can relieve

Great Britain of her defence in war time, that is all that can be expected of a people of little more than four millions. We agree with her absolutely in preferring to spend any money she can spare for naval defence upon a defence fleet of her own rather than to send it to be spent in Whitehall. We have said often enough in these pages that we believe our own best policy lies in following the same course.

IN the closing days of last session the Federal House of Representatives voted a sum for the establishment of cordite and small arms factories. The former is to be located on the Saltwater River, near Melbourne, where an area of some 250 acres has been selected. It is estimated that the maximum capacity of the works will be about 150 tons of cordite per annum, although the actual output is likely to be very much less. The traditional policy of employing Australians will be followed as far as possible, but the Minister of Defence has announced his intention of importing a few skilled men for the more technical operations. The small arms factory is to be established in Lithgow, near the works where Australian iron is being produced. The machinery is to be of the most modern type and will be capable of producing 45,000 rifles a year. It is hoped that both factories will be in operation about eighteen months hence.



Lord Dudley, new Governor-General of the Commonwealth of Australia.

IN various quarters the opinion is expressed that the establishment of these works has been delayed quite long enough. It has been felt that the entire dependence of the Commonwealth upon external sources for the means of defence was undesirable, if not dangerous. The Sydney *Mail* thus sums up the situation:

"When we have these factories, the patriotic Australian will breathe a little easier. While we are dependent upon the outside world for guns and ammunition, our position is serious beyond all exaggeration. Even the half-barbarous Ameer of Afghanistan has his small and big gun factories, with the supplementary machinery for turning out the requisite ammunition for both; and the spectacle of a community so far advanced in civilization as the Commonwealth, so self-assertive in its policy towards powerful alien races, and so isolated from auxiliary nations, without the appliances to make even the small arms and cartridges required for its slender forces, was one of almost

maniacal folly. That, with such tremendous preparations for war apparent almost everywhere else, this Commonwealth should have spent seven years wrangling over domestic problems and hoity-toity politics, over 'hatters' and 'potters,' instead of providing for itself the primary essentials of self-defence, illustrates in a remarkable way the gambling spirit of the Australian people, which thus lightly staked what was nothing less than national existence against the chances of war."

REGULATIONS creating an Australian Volunteer Automobile Corps have been approved by the Governor-General in Council and have been issued to the officers commanding in the various States. Steps will at once be taken to bring into being this latest addition to the defensive forces of the Commonwealth.

THE reception which Australia and New Zealand gave to the United States fleet was something very like a demonstration against the British-Japanese alliance. It was not to see a British fleet that 300,000 people covered the hills round Sydney harbor. The ships belonged to those whom at other times the Australians have regarded as somewhat distant kinsmen. They regarded the visit of the United States fleet as an indication that the Americans are determined to secure their position in the Pacific. They were showing what manner of fleet they will keep in those waters when they have doubled their naval strength, as they intend to do during the next few years. The demonstration which they gave was extraordinarily complete. For, in addition to the sixteen battleships in

Sydney harbor, there were eight other powerful armored cruisers—battleships in all but name—about to start for Samoa, besides two more battleships on their way to Europe. Thus the United States had at the moment in the Pacific three squadrons of great war-vessels, visiting waters where ships of their magnitude had never swum before.

ONCE again we must say how necessary it seems to us that Canada should at once commence some scheme of naval defence. Great Britain was heavily burdened enough by her expenditure for Imperial armament before she decided to give old-age pensions to all deserving persons over seventy years of age. This provision for her aged poor will cost her at once at least six million pounds annually and before long, without doubt, much more.

NEXT year, in addition to meeting this new expense, she must reply to Germany's great shipbuilding programme. If the British Empire is to remain mistress of the sea the colonies must take up their share of the burden of Imperial defence. And they ought to commence at once. Any minute Germany may take the offensive. And you will be powerless to help the Mother Country without ships. You can improvise an army but not a navy. It is the duty of every reader of these words, if he feels as we do, to let his representative at Ottawa know his opinion upon the matter. Next time you meet him in the street or in the hotel or wherever else, put this matter before him. And don't be put off by an evasive answer. This matter is of urgent national concern.



Types of homes in Regina, the capital of Saskatchewan, and one of the most important centres in Western Canada.

NOTES OF THE WEST

THE forestry branch of the Department of the Interior has had a party in the field this summer making the first investigation of its kind to be conducted in the pine and spruce country of Saskatchewan. It has been generally believed, and has indeed been stated by different government officials and in the western press that our northern forests are inexhaustible, that they extend unbroken for three hundred or more miles north of the Saskatchewan river, and that they will always supply the world with timber, pulpwood, ties and fuel. But already it has been found that even after the few years of lumbering at Prince Albert ties and logs are becoming harder to get, fires are yearly destroying, and even fuel of a poor quality commands a ready sale at fair prices.

If such is the case now, says the *Manitoba Free Press*, it is only fair to suppose that after a few years of logging, when settlers become more numerous,

and the demand for wood and timber greater, conditions will be worse. Consequently, the forestry branch, which may be rightly held responsible for the state of affairs, is endeavoring to secure information that will be of value in the management of timbered land. About one hundred and eighty square miles of land, too sandy for agriculture, known as "The Pines Forest Reserve," have been selected as the area upon which to study the conditions affecting the jackpine of the Prince Albert country. The specific objects of this investigation are to learn how long it will take cut-over and burned-over jackpine land to regenerate itself and grow to a large enough size to produce poles, ties and building logs, also how large a quantity of such material will be produced per acre at different ages. As this timber grows at a very regular rate, this information can easily be obtained by measurements of felled trees and of areas which have come again

after burns and clearings of known ages. It is also desired to learn what systems or regulations for cutting would best meet the requirements of the logger and settler and yet improve the forest. Another and probably the most important result of the investigation will be the devising of a system of fire protection for forested lands in this country.

This much of the summer's work will apply in general to the whole region over which natural conditions are the same; but a great part of the work will apply only to the reserve upon which the party is situated. A very complete map is being made, which will show the location of all trails, streams and important physiographic features such as muskegs, meadows or lakes. Further, every body of small or large timber, open land or seedlings, each species separately, if it covers an area of ten acres or over, will be located on the map, so that whoever has charge of the reserve

will always know where to find any timber of whatever size is desired, any dead stuff which should be cut, any open area which is fit for grazing, timber or grass which is ready and should be used by the people at once, or other tracts which require special attention.

Enough work has not yet been done to enable anyone to say much about the timber possibilities of the north country so far as a second crop is concerned, except that it is everywhere apparent in the woods that fire protection is necessary and that a greater economy in cutting should be practised.

A factor increasing the danger from and rendering more destructive the fires, is the habit of leaving slash. On many cut-over limits, some of them within easy reach of a good cordwood market, one-half of the timber still lies on the ground. This is more especially the case where ties are cut. Jack-pine will frequently only make one or two ties to the tree. These are hewn on the spot, the top, probably fifty feet long, is left lying on the ground creating a slash, which, together with the standing trees too small to make ties, feeds a fire hot enough to consume the soil with the timber.

The encouraging part of the outlook is that after a fire or cutting the poorest of land is immediately covered with a thick crop of young timber. Nature has evidently developed the jackpine to meet the conditions prevalent on the burned-over land of the north country. It will grow on the sandiest land, makes a rapid juvenile growth and begins to produce seeds when only ten or twelve years old. The cones hang on the trees for years without opening, the seeds still retaining their fertility, but should a fire destroy the timber, cones will be opened by the heat without being destroyed, and enough seeds will be spared from the flames to start another crop. This tree is adapted only to sandy lands, unfit for agriculture, but pre-eminently adapted for forest reserves. It is the policy of the forestry branch to select this land as permanent forest reserves, give it adequate fire protection and good business management, so that when the remainder of the country is settled there will still remain a source of fuel and timber supply. Such a policy will aid greatly in the full development of the West and will only be possible with the full cooperation of the people of the West.

The Merchants Bank of Canada recently opened a branch at Wainwright in the Province of Alberta, the branch being in charge of Mr. H. G. Morison.

"A number of interesting people came into the city recently from the north," writes a correspondent in Edmonton, Alta., "among them being

Samuel Scott, factor of the Hudson Bay Company's post at Fort Rat on the Mackenzie River. He has been in the north for 28 years engaged in fur trading, and goes east to visit his family at Winnipeg. L. S. Straus of Chicago arrived with furs of the Swiggert Fur Trading Company, and E. D. Nagle arrived with Hislop & Nagle's fur. Another arrival is W. Pearce, Calgary, who has been looking over the Peace River and Lesser Slave district for the C.P.R. James Campbell of Winnipeg who was stationed at the Hudson Bay post at Arctic for the past six years is in the city. He goes east to his home in Winnipeg. Joseph Keele of the Dominion Government, who has been making a survey of the Rocky Mountains between the Yukon and Mackenzie districts during the past year, arrived in the city. With him came two men. R. B. Riddell and J. M. Christie, who went into the Yukon in 1898 and are making their first trip out. Several other northerners also came out, including missionaries, traders and trappers.

Every Dominion lands office in the Canadian West was besieged on the morning of September 1st when the new Lands Act of the Dominion came into force. Thousands of men and women had taken up positions on the night previous, had remained up all night and were in the line-up when the sun rose and the office doors were thrown open for business.

Acting upon instructions that grew out of past experience, the officers in charge had strong fences arranged so that the applicants could only approach in single file. Besides this, they had inaugurated a system of numbering, by which the man in line could leave if he wished and return and take up his position. As a result of these precautions the business was done with dispatch and the attending crowds bided their time in patience and, except in comparatively few cases, succeeded in getting the land they were after. In many instances these were very desirable farms, being as high in price as \$30 to \$60 an acre.

To give an idea as to the number applying for the new homesteads and pre-emptions, it may be stated that at the end of the first three days after the lands were thrown open, over 300 entries were made and 500 ticketed in Winnipeg; over 900 were ticketed at Moose Jaw and the entries were being taken as fast as the staff could handle them; at Estevan over 300 were ticketed and 225 entries received; Calgary, Edmonton and Prince Albert had a great many applications, and seven other land offices sent in similar reports.

Both the lumbering and logging industries of the Pacific Coast are exhibiting signs of a healthy im-

provement as a result of the increased demand for lumber from northwest points. As an instance of how the market is improving, it was stated recently by a lumberman that within the past ten days one northwest yard has placed an order for 200 cars of fir lumber with the Coast mills, half the order going to a New Westminster sawmill and the remainder to a mill at Chemainus. While the demand has been steadily growing better during the past month, the prices secured are not of the best, owing to the recent slashing of the list made by the Coast mills as a consequence of the cancellation of the price agreement between the Coast and Mountain mills.

A party of editors from a number of cities and towns of Minnesota recently made a tour of Western Canada, and having returned to their homes they are now telling in their respective newspapers of what they saw on their Canadian trip. The West St. Paul *Times* recalls the excursion of the Minnesota editors from Winnipeg to the Pacific Coast ten years ago. Referring to what has happened in the interval the writer says: "Thousands of miles of new railway lines have been built, and the development of the country has made marvellous strides. Millions of acres, then lying in their wild and untouched state, have since been transferred into grain fields. Towns have sprung up as if by the wand of a magician, and their development is now in full progress. It is a revelation, a record of conquest by settlement that is remarkable."

The Hutchinson *Leader* characterizes Western Canada as "a great country undeveloped." The summer outing, it says, extending over a period of twelve days, and covering approximately 3,600 miles, "was declared by all who had ever been on any previous excursions to have been the most enjoyable and most profitable outing ever taken by the association. It was an eye-opener to every member of the party, even those who were on the excursion through Western Canada ten years ago, over considerable of the territory covered this year, being amazed at the progress and advancement made in that short space of time. The time will come when Western Canada will be the breadbasket of the world. It was a delightful outing through a great country of wonderful possibilities and resources, bounded on the north by aurora borealis, on the south by the International boundary, on the east by the rising sun and on the west by the setting sun."

Thirty-one cars of cattle in prime condition were shipped to Montreal for export to Great Britain from Yorkton, Sask., during one week recently. They had all been bred in the Yorkton district.



A ranch at Cypress Hill; nine hundred horses being driven into the corral.

ABOUT WOMEN

FROM Cape Breton to Vancouver Island the all-absorbing event of the month is the general federal elections. Throughout the Dominion politics are not only to the front, but in almost



The Countess Grey, wife of the Governor-General of Canada.

every home and in places where people meet it is the dominant, and in many cases, practically the only topic of conversation. Nor is this interest in public affairs confined to actual electors or to men. Although Canadian women have not the parliamentary franchise, nor have they yet in large numbers or in any very serious way asked for it, still a very large minority of them, representing perhaps the most intellectual and best informed of their sex, have their eyes upon the political field and hold strong opinions respecting the merits of the issues and the fitness of the men seeking offices of public trust. To what extent their views and their quiet but widely diffused influence contribute to the decision of the contest cannot be accurately or even approximately gauged, but unquestionably it is large, perhaps much larger than even the shrewdest politicians realize or would be willing to admit. All the ballots are cast by men, but thousands of electors, and usually electors of the very best class—men whose interest in politics begins and ends with the desire for good government—have been influenced in the decision they have arrived at and to which they give practical expression at the polls, by the opinions and preferences of women with whom they are associated in social or domestic life. Most Canadian women—perhaps practically all who deserve such power—are to some extent represented at the polls by their fathers or husbands, their sons or their brothers. When this phase of the political battle is considered it is seen that even with a franchise restricted to males a general election is not an event that concerns men only. If there is often a power behind the throne there is also in thousands of cases a power

behind the man voter—a power that often he does not care to admit, but which he feels nevertheless and often obeys. The owner of the hand that marks the cross on the ballot thinks he rules the nation, but there is often an unseen hand which, if it does not exactly rule him, at least points the way that he imagines he has unaided selected for himself.

THREE women who, owing to the high offices held by their husbands, occupy what may be called quasi-official positions in Canadian life, are the three ladies whose portraits appear on this page. The elections—the leading event of the month—by making their husbands the most prominent actors on the national stage, have also somewhat increased the prominence from which it is impossible for them to escape.

The Countess Grey has now been a resi-



Lady Laurier, wife of the Prime Minister of Canada.

dent of Canada for four years. During those four years she has travelled extensively throughout the Dominion and there are few Canadian women so well informed as she respecting the greatness of the country, its resources and its possibilities. And perhaps what is of greater importance is her sympathetic and practical interest in the life of the Canadian people. No cause that has for its object the relief of suffering and distress or the improvement of industrial and educational conditions, and particularly those concerning women, has ever appealed to her in vain.

When Parliament is in session the Countess Grey may often be seen, on an afternoon, occupying a seat on the front bench in the Speaker's Gallery of the House of Commons, attentively listening to the debates. High as is her husband's position, this is a privilege denied him, and it is de-

nied simply because of the highness of his position. Centuries ago in England, when the relations between the Crown and Parliament were not so amicable and so clearly defined as they are to-day, the unwritten rule grew up that the King must not attend the sittings of the House. The rule still stands, and His Excellency the Governor-General of Canada observes it strictly.

UNQUESTIONABLY the two women who are watching the progress of the present political contest with greatest interest and anxiety are the wives of the two party leaders. The result means so much to their husbands that they must feel that they are taking a part in the battle. This is the fifth period of stress and anxiety resulting from a general election through which Lady Laurier has passed since her husband became leader of his party, and only once has the result been disappointing. That was in 1891, the last occasion on which he led the Liberal opposition to defeat. But her public life extends much farther back than that, for as early as 1874 her husband was a Minister of the Crown in the Government of Alexander Mackenzie. From that time she was one of the leaders, and since 1896 the leader of what may be called political society in the Canadian capital. A leader of greater charm of manner and more unaffected grace that society never had.

Mrs. R. L. Borden was a society leader in Halifax before the acceptance by her husband of the leadership of the Conservative Parliamentary Party compelled the removal of their home to Ottawa. During her residence in Halifax Mrs. Borden took an active part in what may be called the "women's work" of the city. For several years she was President of the Halifax



Mrs. R. L. Borden, wife of the leader of the Conservative Party.

Council of Women, resigning the office in 1901. She was also President of the Aberdeen Association and Vice-President of the Women's Work Exchange. From the time of her marriage in September, 1889, until her removal to Ottawa in 1901, when her husband was chosen leader of the Conservative Party, Mrs. Borden's beautiful Halifax home, "Pinehurst," was the scene of many brilliant gatherings. Equally brilliant have been the gatherings in her present home on the banks of the Rideau.

A well-known writer in speaking of Mrs. Borden says: "An active-minded, amiable, talented woman, she has contributed much to her husband's success, both politically and socially throughout the Dominion."

Floating

"Faintly as tolls the evening chime
Our voices keep tune and our oars keep time.

"Row! brothers! Row! The stream runs fast!
The rapids are near, and the daylight 's past."
Moore's Canadian Boat Song.

YES, Brothers! Row! Row each his boat!
I row no more; I only float.
The stream, which long has been my road,
On which I hurried as it flowed,
And where the busy oar I plied
Or shaped my course from side to side,
Still strongly bears my failing boat—
I row no more; I only float.

I see the stream more swiftly run
Than when its course was first begun;
The rapids' boding voice I hear
Still drawing nearer and more near;
The noontide brilliance all is past—
Eastward the shadows long are cast—
But I no longer row my boat,
Or try to row—I only float;
Yet still find round me, none the less,
Abundant cause for thankfulness.

O Lord! Send Thou Thy peace to be
Still a companion unto me,
That I may have no shade of fear
Of unknown rapids drawing near;
That I may hear the distant chime
Of bells beyond the walls of Time;
That I may feel my failing boat
Still in Thy guidance as I float,
Till I shall reach the tideless sea,
The Ocean of Eternity!

Robert Dewey Benedict in the National Magazine.

BABY'S OWN SOAP

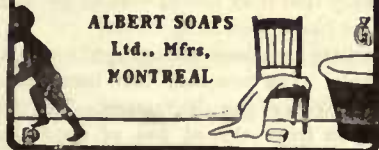
THE PLEASURES

Of the tub are intensified by using Baby's Own Soap.

Leaves the skin fresh and fragrant.

Best for Baby—Best for You.

ALBERT SOAPS
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"That fits perfectly!"

This is the general comment heard when referring to garments selected from Scroggie's Catalogue, and it's true, and what's more, they wear well and retain their original correct shapeliness and good fit. Why do you continue to buy poorly made, ill-fitting garments elsewhere when the same outlay or less will buy satisfying garments here. **Get our new Fall and Winter Catalogue to-day—it's free.** You run no risk. We promise to satisfy you or refund your money. Can we do more? Everything for the home and person. A trial order proves what we say and makes you our regular customer. See what we say about delivering goods free to your home. It means more saving to you. **Get our Catalogue before placing your Fall order.**



LADIES' NEWEST COAT **\$6.75**

A50—This Coat is the best value for \$6.75 we have ever been able to secure for our mail order customers, having the style, fit and workmanship equal to any high-priced Coat. It's a genuine **snap** at the price and highly recommended for the Fall and Winter season of 1908-9.

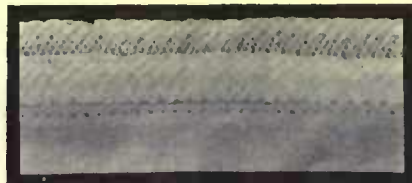
This Coat is handsomely made of very fine English Frieze Cloth, in black and navy, and smartly trimmed on cuffs and body with rich military silk braid; it has silk buttons and beautiful velvet collar. Can be had either semi-fitted, as shown in the illustration, or loose, double-breasted style, yoke lined and cut 48 inches long. Comes in bust sizes 32, 34, 36, 38, 40 and 42 inches.

Special Price, - - - - **\$6.75**

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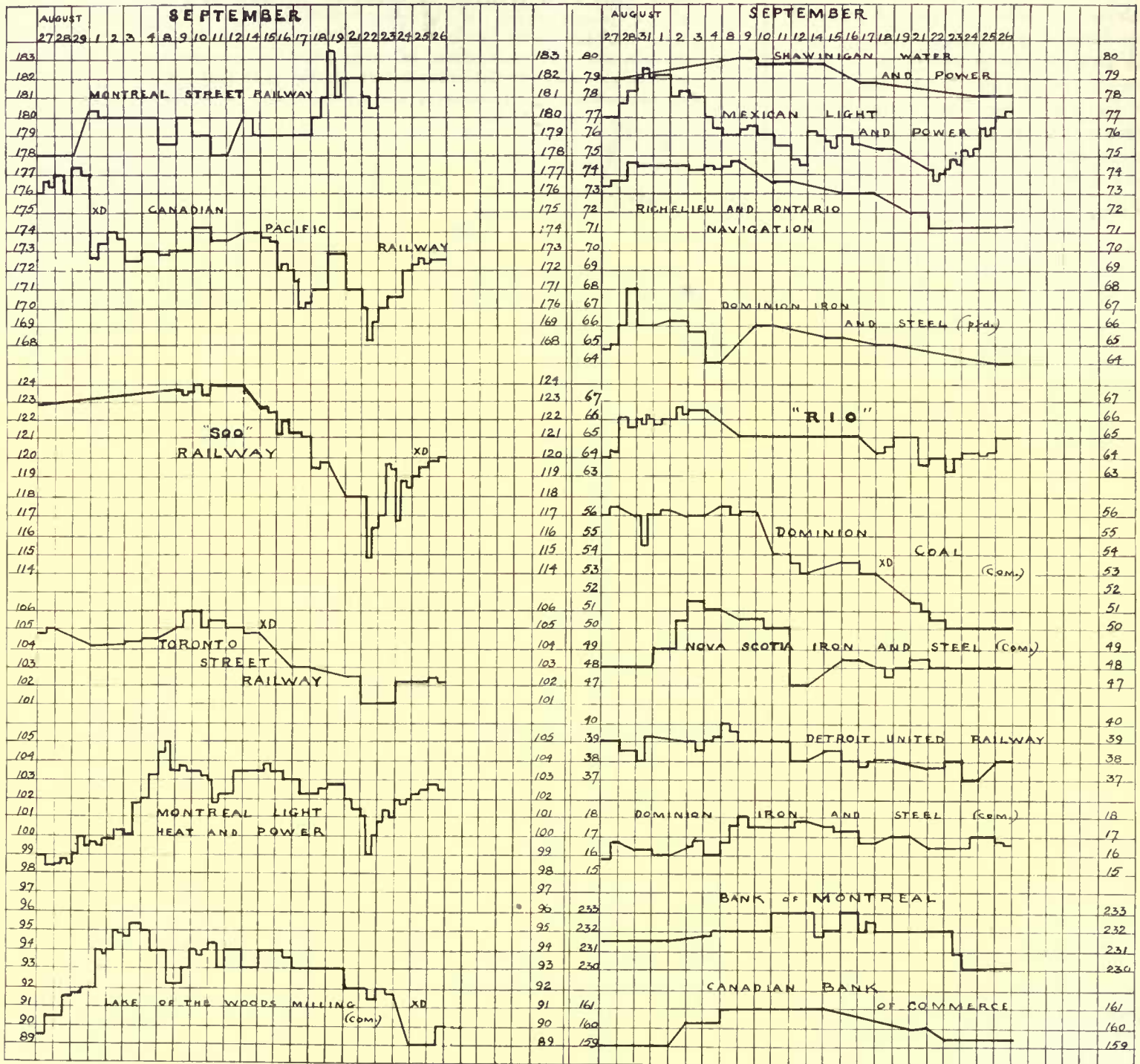
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THE TREND OF THE MARKETS

DURING SEPTEMBER

A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH



Compiled exclusively for CANADIAN LIFE AND RESOURCES

During the two earlier months of the summer the representative Canadian stocks scored important gains. Conservative critics felt that if this ground was held during September it would be cause for congratulation. The records show that the gains have been firmly held, while in some cases further important advances were seen. What might be called the final estimates of the Western wheat crop reduced the yield for the three Prairie Provinces to a little over 100,000,000 bushels—one careful authority says 95,000,000. But it will be one of the most profitable crops yet harvested—for the cars received are grading one-Northern, and the price is in the neighborhood of a dollar a bushel. It is exerting a powerful influence towards lifting the gloom of the depression—in the East as well as in the West.

In the first half of the month the Canadian Pacific Railway Company issued its annual report for the fiscal year ended June 30th, and the figures submitted have received the usual world-wide notice. **The C. P. R. balance sheet.** Briefly the gross earnings were within a million dollars of last year's results, but operating expenses were two and a-half millions greater, making net earnings three and a-half millions down. After meeting fixed charges, dividends on preference and ordinary stock, a surplus was left of \$5,579,715, as against \$9,339,005 in 1907. Though the current year has begun with important losses in gross, the Western harvest is expected to bring back the regular gross increases; and it appears

that the stockholders are reasonably free from the anxiety as to dividend reduction which has been troubling stockholders of a number of the leading United States railways.

As everybody expected the strike appears to be beaten. It is to be feared, as a leading Montrealer expressed it, that much distress will result this winter, principally to the strikers and their families, because of their having forced the company to bring in workers from abroad.

The milling companies' stocks—notably Lake of the Woods common—have again been strong. Rumors were current that the newly organized Western Canada Flour Mills Co. was to be amalgamated with the Lake of the Woods. Also probably some stockholders have been building upon an increase in the 6 per cent dividend on the common stock. It is understood that the Canadian Northern Railway is heavily interested in the Western Canada Company. It is scarcely likely that they would wish to be merged right away at the outset of what looks like a promising career.

Steel and Bank stocks. Holders of Dominion Steel securities have been encouraged by the continued activity of the company's plants. The company has been remarkably free from the effects of the depression. The money borrowed by Canada from abroad has, of course, been largely instrumental in bringing this to pass. Thanks to that, the Government, the big railways and other corporations have been able to place large orders with the big steel plant, in the execution of which

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ESTABLISHED 1864

CAPITAL PAID-UP - - - \$6,000,000
RESERVE FUND & UNDIVIDED PROFITS - - - \$4,267,400

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its full staff of officers and workmen have found steady employment.

The resumption of activity by the big Lake Superior Corporation plants at the "Soo" has proved another source of much encouragement to the financial and business interests.

A stock that showed great strength was Montreal Power. Under heavy buying it went above par a half-dozen points. Investment purchases by the United Kingdom are said to have been largely responsible for the rise. Also, it is understood, the effort of Mr. Leslie M. Shaw and his associates to lease the properties has helped to bring about the advance.

The Bank of British North America reported profits for the six months ended June 30th as £43,612 against £48,527 for the corresponding six months in 1907. This is in line with the results shown by other banks. The directors appropriated some £3,600 to write the bank's holdings of Dominion Government bonds down to a lower level.

H. M. P. Eckardt.

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Combining a high income basis with unquestionable security. Offerings gladly submitted with full particulars.

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

Rest, \$5,000,000

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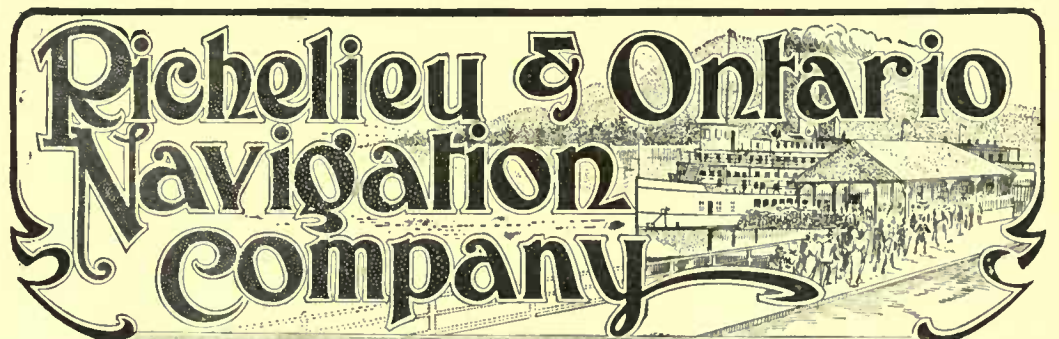
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Cutlery & Plate

NONE GENUINE unless bearing the TRADE MARK:



British Citizenship

To the Editor of CANADIAN LIFE AND RESOURCES:

SIR,—Who has not read the five orations of Cicero directed against Verres for his crimes while Governor of Sicily? Therein he depicted the rights, the privileges and the dignity of Roman citizenship. But if in such a little world as that of two thousand years ago, filled with the crimes and corruptions of Rome itself, Cicero was able to clothe his subject with so much majesty, how eloquent a pen is required to describe the greatness of British citizenship, founded on British justice; supported by, guarded by British institutions, which in their force and effect circle and almost dominate the world. Secure in life and property, both at home and abroad; accustomed to the protection of the flag, in every part of the world, the citizens of the British Empire are apt to take it all as a matter of course—to overlook the majesty of British justice—the work, the treasure and the blood which have been expended in its development.

If the Japanese can find cause to worship at the graves of their ancestors, how much more is it becoming in us to remember the history and revere the memory of those who lavished their treasures and their blood of old; who labored and suffered, and who fought and perished, to establish on a lasting foundation the rights, the liberties and the securities which we now enjoy. Whatever part other nations have played in developing the arts and sciences, it was Great Britain which, as the centuries rolled by, taught them the principles of constitutional government.

Examine the best of English authors, poets, novelists, historians, essayists, with the exception of Shakespeare alone, they are not artists—at least not as the French understand art. They are sermonizers, advocates at the bar, judges analyzing certain facts. They are all moralists. They describe characters, or parts of characters, either to praise or to blame. Thus was British justice begot. Thus has the nation become conscience-bred, and thus well-fitted for the work of colonization, for controlling the markets of the world and affording security for her citizens in every part of it.

I have already said we view too lightly the value of our flag. The long period of comparative immunity from war, revolution and political unrest has produced over-confidence. But now more than one man, high in authority and behind the scenes, predict war in the near future. Everyone knows that a conflict between Britain and Germany would not be confined to those two nations; but wise would he be who would foretell the end of such a struggle. Humanity is much the same as when Carlyle wrote "Latter-day Pamphlets" and "Sartor Resartus."

Were Britain's prestige on the seas seriously reduced, Canadians might be the first to feel its effect. Fresh subjects for "diplomacy" would probably arise. British Columbia would have to alter her ideas on immigration, or cast in her lot with her neighbor to the South, and once more we would have an annexation party in Canada. Far better that the Colonies, of which Canada is the principal, should pay their share of protection on land and sea by contributing to the cost of the navy, an act at once conformable to common-sense and justice.

J. S. MATHIESON.

Montreal, September 28th, 1908.

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White Fire	John Oxenham
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Canadian Life and Resources

Beaver Hall Hill

MONTREAL.

About a Shell and the Sea-Eagle

ON a ledge of rock by the sea-coast lived a large shell-fish, whose shells were as broad and deep as a wash-hand basin, and so heavy that a man could hardly have lifted them. This was a giant clam-shell. Although it was such a monster, there could hardly be in all the world a more peaceable and harmless creature, living quietly on its rocks, opening and shutting its two halves, and absorbing nourishment from the little, almost invisible creatures swimming in the water.

But twice daily, at low tide, the sea drew back from it, and then the shell stood high and dry, shut itself up, and waited patiently till after six hours the water returned to it.

But on that sea-coast there lived also a sea-eagle, who had built his eyrie on a rock. He would sit for hours motionless, waiting for a fish or some other sea beast to show itself, when he would pounce upon it, seize it with his strong claws, tear it to pieces with his beak, and eat it. He was a fierce, greedy bird.

And so it happened that the sea-eagle sat one day opposite the rock where the giant shell-fish had opened itself out, like an industrious scholar opens his book. The tide was going out, and the upper edges of its shell were already above water, when just as it was thinking it was time to close as you close your book at the end of your lesson, the hungry bird caught sight of the shell-fish. He darted down upon it and drove his long talons into the gaping shells, to tear out the poor peaceful creature inside. But this time the robber missed his mark, for directly the shell-fish felt the touch of its uncivil guest, it shut both heavy shells together with a bang, jamming the bird's claws between the edges, and holding him in a vice. The shell was far too heavy for the eagle to carry away to his eyrie, and was so strong that he could not draw his foot out of its hold. Screeching and struggling were in vain, the shell kept tight hold of the thief, till after six hours the water began to rise again and the bird was drowned. But not till he lay lifeless did the shells let go their hold, when he drifted away on the sea as a warning to others who would reach too far and do harm to other peaceful creatures.—Richard Wagner in *The Educational Review*.

Science and Invention.

IN nature there is no such thing as an absolute vacuum.

"Nothing could be absolutely empty," says Mr. Arthur Brisbane, the well known writer and journalist of New York, when discussing the plan and merits of one of the most wonderful inventions of recent years by means of which liquids can be kept warm or cold as desired.

Around us there is a good enough vacuum—that is to say, there is the mass of ether, so-called, a substance so thin that we can hardly conceive of it. Through this ether our earth rolls, carrying its atmosphere and its heat along with it. And after millions of years of rolling we have got almost as much heat as we started out with. We have lost only just enough of it to give a crust to our earth and make our life possible.

This ether that surrounds us, and in which our warm earth travels, is inconceivably cold. If you could get to the top of this atmosphere—it is not so many miles high—and stick your head out into that

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HIGH GRADE COFFEE

With its topaz-like clearness and aromatic fragrance—a cup of Chase & Sanborn's Coffee holds out a promise of deliciousness that is more than fulfilled in the drinking.

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Kelsey

users say that the colder the weather the warmer the house.

The Kelsey is a fuel saver and also a heat maker.

The Kelsey does not send gas or dust through the house.

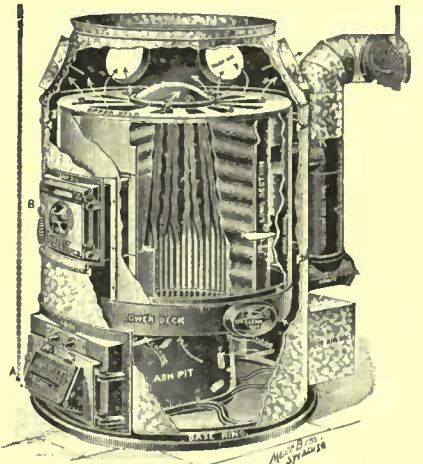
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Year.	Population.	Assessable property.
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1904.....	67,265	48,214,950 00
1906.....	111,717	80,511,725 00
1907.....	118,000	106,188,833.00

Bank clearings.	Buildings erected.
\$106,956,720.00	Winnipeg "has constructed \$45,233,550 in new buildings in past five years."
294,601,437.00	
504,585,914.00	
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Winnipeg	Winnipeg
Started eighteen new manufacturing industries in the year 1907.	Has increased her manufactured output from \$8,616,248 in 1901 to \$18,983,290 in 1906.

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Beaver Hall Hill MONTREAL

ether your head would be frozen solid in about a hundredth part of a second. If our atmosphere should vanish, and if the cold ether should close down and come in contact with our earth, all the oceans and lakes would become solid lumps of ice, and every living thing would instantly be frozen stiff and frozen stiff forever, or until some heat-creating cataclysm should occur.

Heat does not travel through a vacuum. Heat can no more go from one side to another of a chamber containing no air than you could go from one side to another of a room containing no floor. The mysterious thing we call heat must move from one atom of the air to the next, and so on. If you take the air out of a space surrounding a bottle the heat can neither go out nor go in, and therefore the inside must stay at the original temperature. There could be only a slight loss or addition of heat at the neck where the two are joined."

This is the secret of the Thermos Bottle and it is the application of that principle that makes it not only a real wonder but one of the most useful articles ever produced.

"The bottle," explains Mr. Brisbane, "consists of two glass bottles, one inside the other and joined together at the neck. There is an air space between the two bottles or divisions, and from this all of the air has been extracted, forming a vacuum, as nearly complete as possible. And that is all the secret there is to it.

The bottle is constructed in such a way as to prevent heat from coming out or from going in. If you put hot stuff inside the bottle the heat cannot come out. If you put cold stuff inside the bottle the heat cannot go in and spoil its coldness. And this is because the bottle is built upon the lines of the earth on which you live.

This Thermos bottle will keep liquids ice-cold all day, or it will keep things boiling hot for hours, as you prefer. Whatever you put in the bottle at a certain temperature, high or low, remains at that temperature no matter what the weather may be.

For instance, a workman going off in the morning can fill the bottle with hot coffee and find it hot at noon on a cold winter day. A woman going out to the park with a child can put cool milk in the bottle and find it cool hours afterwards, even though it may have lain upon the grass in the hot sunlight."

The Character of Samuel de Champlain

GABRIEL Hanotaux, writing in *Les Annales* (Paris) reminds the people of France and of the world that they ought not ignore the glory of Samuel de Champlain, founder of Canada, destined to become a vast empire. Says M. Hanotaux:

"Samuel de Champlain, born in Brouage, belongs to the times of Henry IV. and Richelieu. By profession he was a sailor. His treatise on the sea and the good sailor is still known. In it he tells, in an engaging manner, what the seaman ought to do and to be. Champlain was taciturn and had little to say for himself. But he was active, brave and prudent, and so humane that he endeared the name of France to the savages with whom he passed the greater part of his life. He entered upon his colonial career under the patronage of Mme. de Guercheville, a woman of little importance at the present time, but who was then the patroness of two men noted in French history, Richelieu and Champlain. This woman had determined to spread the renown of France and the glory of the church.

AN ABSOLUTE CURE FOR

RHEUMATISM

One thing causes Rheumatism—uric acid in the blood. This poison which attacks the gristle covering of joints and muscles is formed when the kidneys, bowels or skin fail to remove impurities from the body. These impurities (urea) are changed in the blood to uric acid.

The only way to cure Rheumatism is to remove the uric acid from the blood and prevent it from being formed again.

"Fruit-a-tives" do this by keeping kidneys, bowels and skin in perfect order, thus insuring pure, rich blood.

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In 1610 she went among the courtiers and collected money to provide for Canadian missionaries and to found a trade there in pelts and fish. The company which she formed was the first to work seriously for the colonization of Canada. Champlain, who had already made several journeys to Northern America, entered the service of this company. On one of his exploring trips he discovered a place where he thought the company's efforts ought to be concentrated. Tadousac was then the centre of the fur trade. Champlain passed Tadousac and pressed on to Quebec, the point where the river narrows. This was the modest origin of the future capital of Canada."

With never more than one or two companions, and often alone, Champlain went straight forward into that new country which so often reminded him of the land of France—"the prairies, the groves, the corn and barley fields, the tobacco fields, and the bushy growths of billberry and raspberry."

"From north to south, from east to west, he travelled. He ascended the St. Lawrence, passed the rapids, and fixed the sites of the great cities to be, Montreal and Ottawa. He came to a lake that appeared as a great inland sea, Lake Ontario; then to another, Huron; then, turning toward the south—"toward Virginia"—he found still another lake and gave it his own name."

"To our minds Champlain was something more than an explorer; he was a statesman and the founder of an empire. Turning his attention toward the south, he guessed the future of the immense countries then seen but dimly. He cherished the plan of uniting the inland country and all the establishments founded by the French at different points of North America. He saw that the succession of great lakes that he had discovered would be of incalculable importance in making connections with the mighty rivers running south. His aim was to join Canada to Louisiana and Florida. Twenty times Champlain made the voyage across the Atlantic, going and coming on the little boats used by the hardy mariners of those days. When in France he stormed heaven and earth with his projects. He interested Richelieu, but the Cardinal was busy with national troubles and with Rochelle. The establishments in the new France were given over to England and restored to France only through the direct personal intervention of Champlain. To him was due the credit of delaying the error accomplished a century later. The colony founded and defended by Champlain flourished and developed. Until 1635 his efforts were furthered by Richelieu, and these two earnest men, working together, built up the colony beyond the sea."

Deer Lassoed in Cobalt Lake.

AS in other regions of Northern Ontario, when settlers and prospectors near Cobalt killed off their inveterate enemies—the wolves—the deer began to multiply. A year or two ago deer were hardly ever seen in the bush round the silver centre; now they are fairly numerous. Not two miles from Cobalt, on Cross Lake, where several busy mines are located, a doe was seen recently in the water by some men working nearby. A Texan, expert with the lasso, and a man to paddle him out, pushed out in chase in a canoe. The doe swam desperately but was overtaken and lassoed round the forelegs. She was so helpless that the rope was transferred to the neck and the animal led ashore. The doe was then set at liberty.

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