

# Canadian Life *and* Resources

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JUNE, 1909  
Vol. VII. New Series. No. 6

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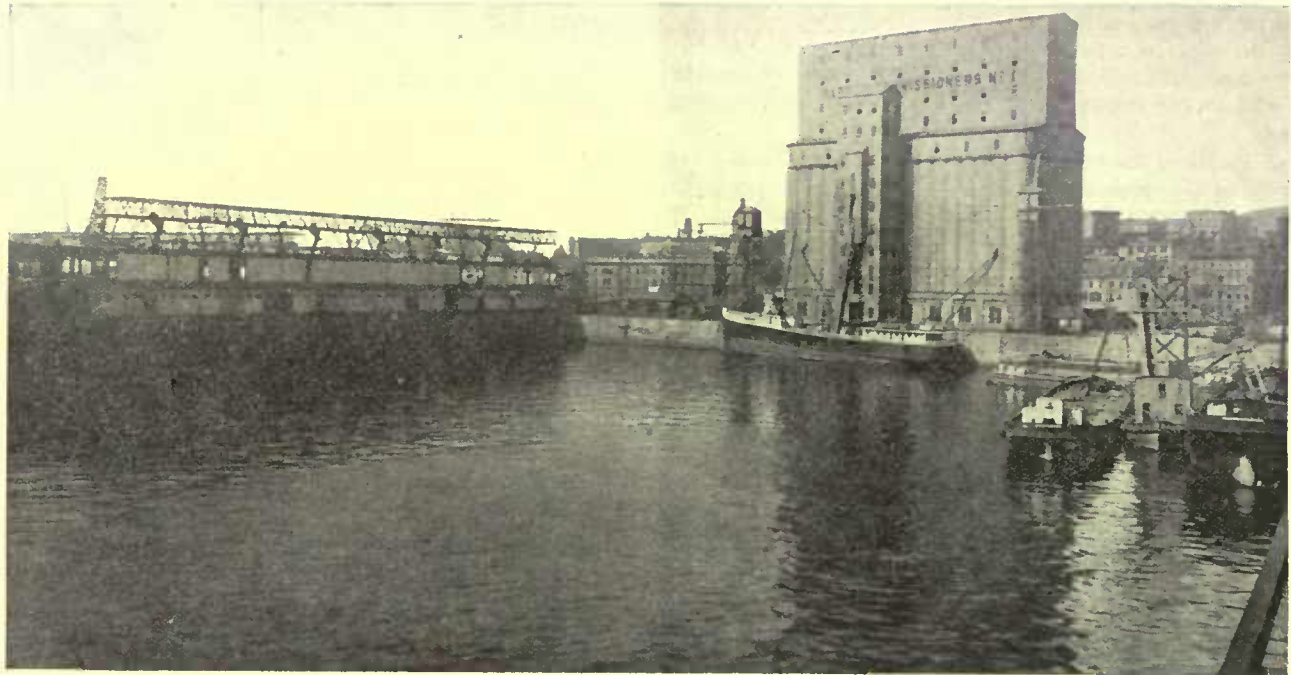
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The defenders of the Canadian coast and of Canada's over-seas commerce—A squadron of British warships riding at anchor in Halifax harbor.





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Montreal, June, 1909

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## THE STORY OF THE MONTH

### A SUMMARY OF CANADIAN AFFAIRS

#### AT HOME.

THE first session of the eleventh Parliament of Canada which opened on January 21st, was brought to a close on the afternoon of May 19th. The greater part of the business introduced during the session was disposed of. One important measure, that amending and consolidating the law respecting insurance, passed by the House of Commons, did not go before the Senate in time to permit of thorough consideration by that body and it was therefore held over until next session. In addition to voting the supplies for the current year the Government were authorized to raise a loan not exceeding fifty million dollars, a great part of which will be used to pay off floating debts and provide for meeting other liabilities. His Excellency's speech from the throne, read in the Senate chamber to the two Houses assembled for the prorogation ceremony, briefly reviewed the important legislation of the session. His Excellency referred to the amendment to the Railway Act providing for better protection at level railway crossings. In regard to the loan to the G. T. P., His Excellency said:—

"The loan of ten million dollars to the Grand Trunk Pacific Railway Company will no doubt ensure the completion during the coming season of the prairie section of the National Transcontinental Railway, and will secure to the fast developing western provinces for this year's crop a new and competitive outlet towards the sea."

In regard to the matter of Canadian naval defence His Excellency said: "The resolution adopted by the House of Commons for the organization of a Canadian naval service, in co-operation with and in close relation to the Imperial Navy, is a proper acknowledgment of the duties now appertaining to Canada as a nation, and as a member of the British Empire."

At the last sitting of the House the Government laid on the table the correspondence carried on with the Imperial authorities in reference to the defence conference to be held in London during the coming summer, and which will be attended by representatives of the government of Canada, Australia and New Zealand. The invitation to attend the conference came from the Earl of Crewe, Colonial Secretary, who in the course of his despatch said:—

"The conference would, of course, be of a purely consultative character in private, and its deliberations would be assisted by the presence of the members of the committee of Imperial defence, or of other advisers of His Majesty's Government. I am addressing a similar message to the other members of the Imperial Conference. I am intimating to the other prime ministers that I assume that as the consultation will be generally upon technical or quasi technical, military matters, the other Dominions would elect to be represented as in case

of Canada by their ministers of defence, or failing them, by some other members of the Government, assisted by expert advice." In reply to a question asked in the House Sir Wilfrid Laurier said that the invitation had been received and would be accepted. Two Ministers would be ready to go



Sir Fredertck Borden  
Minister of Militia and Defence



The Hon. L. P. Brodeur  
Minister of Marine and Fisheries

over, when it suited the convenience of the Imperial authorities.

ON the night of Saturday, May 15th, a slight earthquake shock, the first ever recorded there, was felt throughout a large part of the Canadian West. The disturbances were felt at the same moment from Winnipeg to Lethbridge, Alta., and from St. Paul, Minnesota, to Prince Albert, Sask. The shock was a very light one, however, and the only damage reported in Canada was the caving in of a well at Wolseley, Sask.

Dr. Bryce, one of the best authorities on the geology of the West was quite at a loss, to explain the earthquake, unless it were a tremor caused by a big disturbance at some distant part of the world, news of which had not yet been received.

"The geological formation of this country," said Dr. Bryce, "is such that there was no reason to expect that its former immunity from earthquakes would not be continued. There is no sign of volcanic action anywhere on the prairies, and the strata which underlie this country are so level that it can be said for certain that there has never been a severe earthquake in the thousands of centuries which have elapsed since their formation. This shock was a very slight one, and there is absolutely no need for alarm, because this region has always been free from seismic disturbances."

THE Government of Ontario, by means of a telegram despatched by Sir James Whitney, Provincial Prime Minister, to Sir Wilfrid Laurier, Prime Minister of Canada, have protested against the ratification of the International Waterways Treaty with the United States. The protest pointed out that the rider added by the United States was "unfair to the Province of Ontario, in view of the other provisions of the treaty as to waters and streams." In speaking of the matter Sir James said that "under the rider, added by the United States Senate, the original situation is resumed at Sault Ste. Marie, while other changes affecting British boundary waters remain." The matter came up in the House of Commons on May 14th, when Sir Wilfrid Laurier criticised Sir James Whitney's action, which he characterized as "interference," and which was going beyond the Provincial Prime Minister's authority. Mr. Borden pointed out that inasmuch as Ontario was one of the largest riparian owners along these waterways the Province was deeply interested in the matter. The Federal Minister of Justice said that the whole subject of the treaty is under consideration.

STEPS are being taken by the Government of Nova Scotia to secure the construction of the projected Halifax and Guysborough Railway, a line extending from the town of Dartmouth on the east side of Halifax harbor, to Guysborough and Country Harbor, passing through the rich agricultural lands of the Musquodoboit Valley, tapping the coal fields of Pictou county, and thence making



for the Atlantic coast. This road was formerly known as the Nova Scotia Eastern, is 207 miles in extent, and when completed will probably give transportation facilities to a greater diversity of interests than any other railway line in the Province of Nova Scotia.

THE annual meeting of the Royal Society of Canada was held in Ottawa during the last week of May. The opening address of the President gave a resumé of the legislation of the century respecting copyright. Very valuable papers were read in the science section of the Society.

THE Australian delegates to the Imperial Press Conference to be held in London, Eng., travelled across Canada during the month from Vancouver to Quebec whence they sailed on May 21st for England. At all the stopping places along their transcontinental Canadian journey they were entertained by boards of trade, press organizations, and municipal organizations. They expressed surprise and delight at what they saw in the Canadian West. The great extent of the country, its wonderful fertility, the development that has taken place and the room for future expansion—all called forth their admiration. In speaking of the transportation facilities Mr. Gresley Lukin of New Zealand expressed regret that Australia had neglected to do what Canada had done in building a great transcontinental railway like the C.P.R., over whose line they had travelled from the Pacific to an Atlantic port. Had Australia done so years ago she would not now be so far behind the Dominion of Canada. At Ottawa the delegates were entertained at luncheon by the Hon. Frank Oliver, Minister of the Interior. In Montreal the delegates spent a busy day. In replying to the toast of "Our Guests" at the dinner given in their honor Mr. T. Temperley of New South Wales, said: "I hope that our visit to Canada, and this conference of representatives of the press of the Empire, with the coming Congress of the Chambers of Commerce of the Empire to be held in Australia, will result in a closer friendship and better trade relations within the Empire, which may be carried out without any of that haggling for the best of it, which would characterize similar arrangements between alien nations. I feel confident that the people of Australia are prepared to take such steps, and are ready to take all the advantages of such improved trade relations, and to make such sacrifices as may be incurred in such arrangements, for the benefit of the Empire as a whole and of each composite part, in a fair give and take spirit."

THE interest in long distance running continues unabated and during the month some notable races were held. On May 8th in Montreal, Alfred Shrubbs, the English middle distance runner, defeated the Canadian Indian, Tom Longboat, in a fifteen-mile race, winning by nearly a third of a mile, time 1 hour, 23 minutes, 57 seconds. On May 20th Shrubbs defeated Henry St. Yves of Rouen, France, in a 20-mile race held in Montreal. Shrubbs won by 680 yards, time 1 hour, 54 minutes and 25 seconds.

In Montreal on Victoria Day Abbie Wood of that city won the International Marathon in the fast time of 2 hours, 39 minutes, establishing a new American record for the distance. Among the competitors was Sherring of Hamilton who won the Olympic Marathon at Athens in 1906. He left the track at the twentieth mile.

THE two lacrosse matches played at Vancouver for the Minto Cup resulted in a victory for New Westminster, the challenging Regina team being defeated by a total score of 18 goals to 6. The spring meet of the Ontario Jockey Club at Woodbine Park, Toronto, was a brilliant success. The King's plate, the blue ribbon of the Canadian turf, was won by Geo. M. Hendrie's "Shimonese."

HON. D. L. Hannington, Judge of the Supreme Court of New Brunswick, died on May 6th at his home in Dorchester, Westmoreland county, after a brief illness. He was 74 years of age and had been on the Supreme Court bench for sixteen years. Mr. Hannington was prominent in public life before going on the bench and for a short time

was Premier of New Brunswick. Rev. Canon Hannington of Ottawa is a brother. David Blain, I.L.D., of Toronto, died on May 5th, aged 77 years. He was formerly a prominent lawyer and was one of the first who received the degree of I.L.D. from the Provincial University. Dr. Blain represented West York in the House of Commons, a supporter of the



Abbie Wood of Montreal, the winner of the International Marathon held on Victoria Day.

Hon. Alex. Mackenzie, from 1872 to 1878. Lieut-Col. Mattice of the Ordnance Store Corps, Ottawa, died on May 12th. He saw active service during the Fenian Raids of 1866 and 1870 and for a number of years he was in charge of the military equipment of the District of Montreal.



Alfred Shrubbs, the English middle-distance runner, and Tom Longboat, the Canadian Indian long-distance runner, ready for the start of their 15-mile race in Montreal on May 8th when Shrubbs won.

## ABROAD

ONE of the principal speakers at the annual banquet of the Canada Club of London, Eng., was Mr. Joseph Martin, K.C., late of Vancouver, B. C., at one time member of the Greenway government of Manitoba, and recently the unsuccessful Liberal Candidate in Stratford-on-Avon, England. In proposing the toast of Canada Lord Strathcona referred to naval defence, and declared Canada would not be wanting in taking her part in the defence of the interest and dignity of the Empire.

Mr. Martin, responding, said there was nothing in the cry that no Englishmen were wanted in Canada. Regarding the navy, he believed there was no sense in having a Canadian navy. He desired a straight grant of money to the Imperial navy for Imperial defence.

Mr. Joseph Oliver, Mayor of Toronto, also responded, emphasizing the need for the surplus of British money in Canada.

THE Government of Australia selected three high officials to represent the Commonwealth at the Defence Conference to be held in London, England. They are Mr. Pearce Watson, Minister of Defence; Col. U. T. Bridges, Chief of Intelligence; and Capt. Cresswell, Director of Naval Forces. They will sail for Great Britain on June 2nd. The Canadian representatives at the Conference will be Sir Frederick Borden, Minister of Militia and Defence, and the Hon. L. P. Brodeur, Minister of Marine and Fisheries.

TWO of the principal speakers at the annual dinner of the Canadian Club of New York were the Hon. Frank Oliver, Minister of the Interior, and the Hon. Geo. E. Foster, Ex-Minister of Finance. The development of Canada was one of Mr. Oliver's topics and upon this point he said: "The development of Canadian fields is an achievement of which Canadians may well be proud. But their pride is not in the number of bushels of wheat, nor in its quality. It is in the fact that national foresight has been justified, that stupendous difficulties have been overcome, and that Canadian ideals of life and work and government have been proved equal to such achievements."

Mr. George E. Foster, spoke on the "Passing of the Annexation Fever." He declared that all the annexationists that had ever been in Canada had long since undergone a change of heart and that the ties which bound Canada to the Empire were daily growing stronger. Among the guests from a distance were Sir James Grant, M.D., of Ottawa; Hugh Guthrie, M.P., of Guelph, Ont.; Geo. Tate Blackstock, K.C., of Toronto; Senator J. V. Ellis of St. John N. B., and W. O. Sealey, M.P. of Hamilton, Ont.



# OUR POINT OF VIEW



WE are all thinking of naval matters these days—dreaming in “Dreadnoughts” as it were—and the national mind is intent upon the new policy of building-up a Canadian fleet for defence. But whilst we are anxiously waiting for the Naval Conference in London, let us take a look at that branch of our defence forces which is already in existence—the military force. As most of our readers are aware, the “army” of Canada consists of two bodies—the Permanent Force and the Militia. The former, which may be called our regular army, is very small, numbering last year some three thousand men only. The primary objects of this body are to instruct the Militia and garrison Halifax and Esquimalt. The latter, the Militia, which may be called our volunteer army, consists of the Active Militia, which last year numbered over 57,000, of whom no less than 47,500 men and officers were trained, and the Reserve Militia. The idea of the authorities is that Canada should be able to place in the field a force of 100,000 men, properly organized and equipped, as a first line force, whilst behind it we should have the necessary equipment and machinery for raising another force of 100,000 men as a second line. How near are we to being able to realize this standard of defence?

VERY great deal has been accomplished by our military authorities during the past few years, but we are nevertheless a long way from the standard set up. In 1903-4 the Permanent Force numbered a little over 1,000, against the 3,000 of last year, and the Active Militia force in the same year contained 47,000 men, as against 57,000 men last year. In 1903-4 the artillery equipment was of 12-pounder breech-loading guns and 40-pounder Armstrong guns, now obsolete. To day we possess 36 of the new 18-pounder quick-firing field guns, probably the best weapon in the world and the same as that in use in the British army. A Dominion arsenal has been built up which last year turned out between twelve and thirteen million rounds of ammunition. A most necessary addition has been made to the headquarters staff, which was formerly most inadequately organized. The amount expended upon the military force was double last year what it was in 1903-4. The steady increase in the number of men trained each year is most satisfactory. In 1895-6 only 19,000 men and 1,125 horses trained; in 1898, 25,296 men and 2,478 horses; in 1903-4, 32,500 men and 7,892 horses; while in 1908-9 no less than 47,500 officers and men with 8,500 horses were trained. As we have said, our military force has been very greatly increased and strengthened during the past few years, but very much remains to be done before we have reached the standard of defence aimed at by the authorities.

IN the first place, mobilization equipment for even the 100,000 men who form the first line of defence, is far from complete. There are not enough rifles in the country to arm these 100,000 men and the artillery possesses only 31 batteries in place of the 70 which they need. And of these 31 batteries of artillery only nine possess the new 18-pounder guns. Moreover, the reserve of ammunition, although increasing, is still nothing like sufficient even for the first line. For 100,000 men we need no less than fifty million rounds of ammunition—that is to say, about four years' output of our arsenal. *There are virtually no guns or equipment for the 100,000 men who are to form the second line of defence.* Now there is only one way to make good the defects and shortages here enumerated and that is by spending money. But unfortunately instead of the estimates for this year, 1909-10, being an increase upon those of last year, they show a

decrease of more than \$600,000. As everyone knows the revenue last year fell off very considerably and large curtailments have been made this year in all branches of the public service. But no reduction is to be regretted so much as that for our military forces. It is like reducing the amount of one's insurance because business is bad—a very doubtful proceeding as any commercial man knows. By reducing the vote by over \$600,000 the efficiency of the force has been seriously impaired this year. *The very worst feature of the reductions is the decrease in the pay of the Permanent Force.* The amount voted this year is \$51,000 less than in 1907-8 and \$28,000 less than in 1908-9. To carry out the duties imposed upon the Permanent Force required a total establishment of 3,311 of all ranks for 1908-9, but it was not found possible to provide enough money in the estimates and so the strength was reduced to about 3,000 of all ranks. For 1909-10 the provisional establishment is still further reduced to 2,905.

NOW this is much to be regretted. The Permanent Force is far too small to do the work set out for it and the very first need of the Canadian Army is that this force should be increased by *at least 1,000 men.* Do our readers realize that out of the 2,905 men of the Permanent Force provided for in this year's estimates, no less than 1,600 are needed for the garrisons of Halifax and Esquimalt and that only 1,300 men are left for the instruction of the Active Militia and for the equipment, supply and transport of the militia when it takes the field? And, be it noted, our garrisons now at Halifax and Esquimalt are in strength much below the force which the British Government always thought it necessary to keep there. It is folly to cut down the Permanent Force. The Active Militia are eager for instruction and regular soldiers should be available at every centre as instructors. The first thing to be done as soon as the national revenue expands is to increase the Permanent Force by at least 1,000 men. Then the re-armament of the artillery with the 18-pounder guns must be hurried along now in time of peace. These guns take a long time to make and cannot be got in a hurry in time of emergency. Then the supply of rifles must be greatly increased. There are not more than 75,000 modern rifles now in Canada to arm the 200,000 men who are to form our first and second line of defence.

MONEY, money, money is wanted to get these things and the money will have to be found. Canada is growing richer every day and the rich man's wealth is coveted. That is why we need a police force in our cities. *Canada must increase her army in proportion as her wealth increases.* We need in store 200,000 pairs of strong boots, not the kind that many of our militia come into camp wearing, which would be worn through to the stocking with two weeks' hard marching. We need 200,000 suits of stout clothing in store and 200,000 of everything that the soldier will wear and carry in the field. Our military authorities know the need better than we do but they cannot go faster than their means allow. We have the fullest confidence ourselves in Sir Frederick Borden and General Otter. They have got a firm grip of the problem of our military force and they are working hard and consistently at it. It is up to the people of Canada to take a vital interest in the matter of defence and back them up in their request for more money to spend. “The nation's military responsibilities are growing,” says the latest report of the Militia Council; “they cannot be arrested. . . . A great deal remains to be done, more than it is possible to do at present. But, though progress has not been so fast as may appear desirable from a purely military point of view, it has nevertheless been steady, consistent and continuous.”





A view of the harbor-front of Lunenburg at low tide, with a fleet of "bankers" riding at anchor.

## THE BANK FISHERY OF NOVA SCOTIA

(Written for CANADIAN LIFE AND RESOURCES by J. L. FREDER.)



A typical Bank fisherman.

THE fisheries of Canada are the most extensive in the world and in this industry Nova Scotia holds first rank. The sea coast of the Maritime Provinces from the Bay of Fundy to the Labrador constitutes these matchless fishing grounds, whose worth was early realized by European adventurers. Before the time of Columbus hardy Norse fishermen visited Iceland, Newfoundland and Nova Scotia in search of the generous harvests yielded by the coast-waters of those places. The early history of the fishing industry in Nova Scotia is

full of romance and adventure; indeed, in so hazardous a calling every voyage must furnish stories both interesting and heroic.

Succeeding generations have not failed to realise its importance, for "so valuable are the fisheries of the Nova Scotia coast and so inestimable the privilege of making her safe harbors for shelter and bait, that scarcely a treaty relating to North American coasts but had stipulations made in regard to the inshore fisheries." Nova Scotians have at all times jealously guarded their fishing rights. Under a *modus vivendi*, which may be cut off at any time, American fishermen are permitted certain privileges on our coast, but there has always been a strong provincial feeling against this arrangement.

In 1906 the value of Canadian fisheries amounted to \$26,279,485. There was a small decrease in the following year. Nearly one-third of this amount, namely, \$7,799,160, was credited to Nova Scotia. In this fishing industry of Nova Scotia Lunenburg County easily takes the lead. The estimated annual value of her fisheries is well over \$3,000,000. Dependent upon this industry are her large fleet of fishing-schooners, her fish-factories, bait-freezers, smoke-houses, dryers and shredders, the fish-curing, the ship-yards, the sail-lofts, as well as her fine marine railway and marine hospital. The fisheries are a source of wealth and prosperity equal to that of any county in Nova Scotia. Its indirect benefits can never be estimated in dollars and cents, fostering as it does every other industry, giving employment to

farmers, lumbermen and laborers of every class, as well as forming the basis of Lunenburg's large foreign trade.

The "Bluenose" fishermen are a hardy, stalwart, capable body of men. They spend about half the year at home, busy with lobster-fishing, or perhaps go to the lumber woods or on West India voyages. But from the latter part of March until late autumn, the fisherman's lot is cast many miles from land with fathoms of green water surging beneath his little dory.

Early in March preparations are begun for the spring trip. The cradles of the Marine Railway are in constant use; the smell of tar and of fresh paint fills the air; the water-front hums like a giant hive; the schooners line the wharves taking in their store of provisions, bait, salt, wood, etc., for the trip; the Y. M. C. A. and numerous thoughtful friends send aboard books and magazines.

On the Sunday nearest the 21st of March the churches hold special services for the fishermen, which, though sufficiently impressive to the general worshippers, are specially significant to those whose relatives and friends will soon be exposed to the dangers of the mighty deep. Towards the last of the month the fishing fleet sails on its spring trip, and it is no unusual sight to see a score of fine schooners under sail at one time. As they go flying out to sea under a full spread of canvas, they suggest the start of an ocean yacht race, and a race it often is, for there is no lack of good-natured rivalry among the skippers of the different craft as to who shall first make berth on the fishing-grounds.

The tonnage of a "Banker" rarely reaches one hundred tons, as the law requires vessels exceeding that size to carry a certified master. The captain of a Nova Scotia fisherman sails his vessel by no fancy methods of navigation. He depends chiefly on the compass and "dipsey" lead in finding his way about, and a good skipper knows every lift and fall of the Banks as well as he knows his own door-yard. Fair weather or foul, fog or sunshine, is all one to him. With his leaden finger on the bottom he feels his way about; he calls to his aid all his knowledge and experience in considering weather, currents, recent gales, etc., and, having decided on a likely location, drops anchor and begins preparations for capturing the cod in its native haunts.

The mainsail is taken in and furled, and the boom lashed amidships. A triangular riding sail takes its place, and the foresail and jibs being also taken in, the schooner rides easily in the wind. The hatches are opened and trawl-tubs raised to the deck and the dories are swung over the side. Each schooner carries about eight dories, which are packed one inside another and lashed securely amidships. The dory is a flat-bottomed boat about fifteen feet in length. It is built of planking about half



an inch thick. It rides high in the water and to the landsman's eye looks singularly unreliable. Each dory carries trawl-tubs, anchor, a small horn or conch-shell, a jug of water and a few hard biscuits. The trawls consist of a main line from one to one-and-a-half miles in length, with a fringe of smaller lines dangling from it at regular intervals. Each of these small lines carries a hook baited with herring or squid. The trawls are set somewhat like the spokes of a wheel, whose hub is the schooner. At the beginning of the trawl is attached a small anchor with a cable and buoy bearing the dory's private mark, and when the end of the trawl is reached another anchor and buoy is similarly affixed. Heaving a trawl is simple enough, the line being paid out over the quarter while the hooks are thrown clear of the gunwale.

Two men form the crew of each dory. They know that each must do his full share of labor, that the luck of the vessel mear s their luck, that the larger the catch of fish the larger will be each man's share of the profits. The fisherman's dress includes long rubber boots, a heavy woollen sweater, oil suits and sou'wester, and nippers for protecting the hands in hauling the trawls.

Besides the dory-men and captain, each schooner carries a cook and two boys—a "header" and a "throater."

The daily routine while on the Banks varies but little. At daybreak the first trip to the trawls is made and the men return with their catch to the vessel. The fish are forked into pens on deck and the men, with appetites keenly sharpened by the salt air and the exercise, are ready for their substantial breakfast. Then back again to the trawls they go, moving regularly up and down the length of the line, the dory's nose lifting under the wet line of hooks, slatting off the cod against the gunwale, rebaiting, etc., till dinner-time. The mid-day meal over, once more they "under-run" the trawls, and as the days grow longer two trips may be made in the afternoon. "Under-running a trawl" means hauling it in on one side of the dory, picking off the fish, rebaiting the hooks and passing them over into the sea again. Holding fast to a trawl with the dory pitching bows under in a heavy sea is a rather strenuous task and not without danger, for the heavy line passing across the dory threatens to twitch her under at any moment. The last trip over for the day, all hands set to work cleaning and salting down the day's catch. The fish are be-headed, split, boned, washed in a great tub of salt water and packed in salt in the hold. The livers go into gurry-butts on deck; the offal is flung overboard. When the dressing-down is completed the boys clean-up; and the weary men go below for a "mug-up," and then tumble into their bunks for a well-earned rest.

Active as is the daily routine while fishing, there is nothing much deader than a Banker when she is not "on fish." Often to escape a threatening gale she runs in for shelter to one of the countless harbors which fringe the southern shore. She may be detained in port days at a time, perhaps waiting for bait or for the fogs to lift. At such times the men loaf about the fo'c'sle playing checkers or other games, swapping yarns or dozing in their bunks. Often some member of the crew plays violin, accordion or mouth organ, and singing and clog-dancing help to pass the droning hours.

Then off for the Banks again, where the deep sea swell runs ceaselessly day and night, where the wild winds know no pity, where the drifting fog covers the approach of the great ocean greyhound or the drift of the dread summer berg from the Greenland coasts. There are days of lovely sunshine, to be sure, in the sweet summer months, when the long, blue seas are alive with sails and dories; days when the sea lies oil calm beneath a cloudless sky or dimples at night with glittering moonbeams. But with the calm comes often the wet blanket of fog, shutting out from view everything beyond a radius of a few yards. Behind that thick grey curtain lies a heaving ocean filled with moving craft. To go astray in the fog with only a half inch dory-bottom between you and the nearest land is not an inviting situation. So the fog-horns toot unceasingly, while sometimes the shriek of a liner's siren tells the quaking fisherman that a great steel monster is close at hand rushing through the water at twenty miles an hour. Short shift will theirs be whose boat

lies in her track! A dory which has gone adrift in the fog is generally picked up eventually either by its own or some neighboring vessel.

So Lunenburg's hardy sons reap the rich harvests of the sea. But the Banks are ever demanding toll from the tossing boats, and all too often the home-bound schooner displays the dreaded signal—the colors at half-mast—which tells the watch-



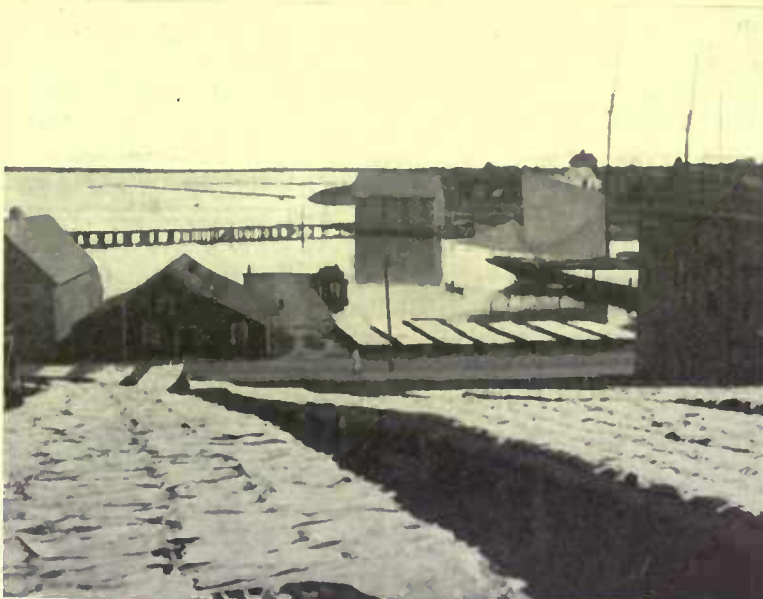
A typical Nova Scotian fishing schooner.

ing eye that some sailor of her crew is gone. Those who are never to return have no long suffering. They and the waves come to terms quickly. To the women and children who remain comes the real tragedy. So when the wild storms rise and the fierce winds shake the fisherman's cottage, many a white faced woman is on her knees pleading for the safety of the sailor to Him whom the winds and the waves obey.

The fleet arrives home from the spring trip about the close of May; the cargoes are discharged at the fish-stores to be "made," and after a few days the vessels sail on the summer trip, which occupies the season until late autumn.

The curing and drying of the fish give employment to hundreds of men, and the product of their labors forms the basis of Lunenburg's foreign trade. Several large firms are engaged in this industry. At Lunenburg and LaHave the fish are bought green, dried in patent driers, shredded and put up in packages. The boneless cod finds a ready sale throughout the Dominion of Canada.

Canada's commercial fisheries yield annually about twenty-six million dollars, of which nearly one-third is secured by the fishermen of Nova Scotia. Of our total yield of fish and fish products one-half is exported, the United States and Great



Cod drying in the open air on tables or "flakes."

Britain being our best customers. Throughout Canada nearly fifteen million dollars are invested in fishing vessels, boats and implements, of which nearly one-third is owned in Nova Scotia. The Canadian fisheries give employment to over seventy-two thousand men, not including the thousands of persons employed in the lobster-canning industry. The majority of these toilers of the deep belong to the Eastern Maritime Provinces, and among them none are braver or more skilful than the Bank fishermen of Nova Scotia.



# LOOKING BACKWARD

CANADA AS SEEN BY THE MARCHIONESS OF DUFFERIN A THIRD OF A CENTURY AGO AND DESCRIBED IN HER "CANADIAN JOURNAL"



The Marquis of Dufferin, from a photograph taken when he was in Canada.

**T**HE boys who mingled with the crowd that assembled on the wharf at Quebec on that distant summer day to say farewell to the Marchioness of Dufferin have now reached middle life and for years they have formed part of the great army of Canadian manhood who, during the fleeting thirty years that have passed since that distinguished lady sailed from our shores, have done so much to fulfil the predictions of the Marquis of Dufferin and of his charming and talented

wife respecting the bright future that enterprise and industry would make possible for this Dominion over whose affairs for six years that able statesman presided as Governor-General.

The thirty years that have passed since the Dufferins left Canada have been the "trying-out" period of Canadian institutions and of the worth of Canadian resources; and that the trial was made under fair conditions, with chances thrown as much as possible on the side of success, was largely due to the work accomplished during those six years by the Marquis of Dufferin. When he came Confederation was still in its experimental stage, beset both in the East and in the West by the gravest dangers. His firm attitude and his brave, cheerful words did much to dispel the clouds and to inspire in the recently united Provinces the spirit of common citizenship and faith in a common destiny.

Thirty years have passed and the Dominion stretches from ocean to ocean, a united country proud of its institutions, appreciative of its great resources and confident of its future.

In looking backward and comparing the present with the past for the purpose of more clearly understanding the progress Canada has made, one receives considerable assistance and equal entertainment from the perusal of a little book written by the Marchioness of Dufferin, entitled "My Canadian Journal", and inscribed to her Canadian friends. The writer of the Journal accompanied her husband upon most of his journeys throughout Canada, and she has described, necessarily briefly but very clearly, the places visited, the general appearance of the country and the conditions of life in widely separated parts of the Dominion. Much of the journal is necessarily devoted to a record of the domestic life of the inmates of Rideau Hall, but mingled with this are also references to the public men of the day and to the leading political events, all of which are very interesting now that one can see them in that true perspective that time alone can give.

It was on August 25th, 1872, that the stout old steamship, the "Prussian," having on board the Marquis and Marchioness of Dufferin and

party, anchored in Quebec harbor. Lord and Lady Dufferin were at once driven to Spencerwood, where the new Governor-General was sworn in. "There was a dinner in the evening," writes Lady Dufferin, "but I do not feel that I have seen enough of any of the guests to tell you about them to-day, except that the Prime Minister, Sir John Macdonald, is the image of Dizzy." The striking resemblance between Sir John and the British Conservative leader, the great D'Israeli, was noticed by many besides Lady Dufferin. The first five chapters of the Journal are devoted to accounts of the journey to Ottawa and subsequent visits that summer to Montreal, Toronto, Niagara Falls and Southern Ontario.

In the following March Parliament opened—the famous Pacific Scandal session—and the Houses sat far into the summer, reassembling on October 23rd. The fight was promptly resumed but soon the crisis came and Sir John Macdonald, without waiting for a vote, resigned. Those stirring scenes Lady Dufferin witnessed, and in her Journal she has left a brief account of them. Under Monday, November 3rd, 1873, she writes: "At a quarter to nine Sir John Macdonald rose, and spoke for five hours, making a very fine speech, full of power, lively and forcible to the end. He did not fail in the slightest degree while speaking, but when he sat down he was completely exhausted and his voice was quite gone. Mr. Blake got up after him, but adjourned the debate in a few minutes, and will finish his speech to-morrow.

Tuesday, 4th.—I did not hear Mr. Blake. He spoke for five hours too.

Wednesday, 5th.—I drove into Ottawa intending to hear the speeches and see the division, but at the office I was told that Sir John was with the Governor-General. As the House would not sit without him I remained in the carriage, and soon we saw Colonel Fletcher taking Mr. Mackenzie to His Excellency. Of course we guessed that he had been 'sent for'; and the groups of two and three who stood about turned their heads curiously and nodded in a knowing way.

We took our places in the House and Sir John got up and briefly announced that the Government had resigned. The announcement was received in perfect silence. The Opposition, directly it was over, crossed the House to their new desks."

That was the beginning of the Liberal regime, which lasted throughout the remainder of Lord Dufferin's term of office. When he left Canada in the autumn of 1878.



The Marchioness of Dufferin from a sketch by the Marquis of Dufferin.



The Marchioness of Dufferin in a Government House theatrical.



The Marchioness of Dufferin and her brother, Lieut.-Col. Hamilton.



Sir John Macdonald returned to power. Ten days after that exciting scene in the House Lady Dufferin wrote in her Journal: "In the evening we had some of the new Ministers to dinner. . . I sat between Mr. Mackenzie and Mr. Cartwright. I like them both, and the latter is very talkative and pleasant. Mr. Mackenzie is very straightforward and nice, and very Scotch in accent and looks. On the other side of him sat M. Letellier St-Just, a French-Canadian; and then came Mr. Vale from Halifax and the Haligonian Prime Minister, Mr. Almon."

Lady Dufferin makes frequent mention of the theatricals given in the ballroom of Government House and in which she was not only the organizer and leading spirit but at times the leading entertainer too. In these entertainments she was greatly assisted by her brother, Lieut.-Col. F. Rowan Hamilton, who was one of Lord Dufferin's Aides-de-Camp during the greater part of his term in Canada. Lady Dufferin in her Journal frequently refers to him as Fred.

But it is in those chapters in which Lady Dufferin gives an account of their journeys through the newer parts of the country, and especially through the West, that the reader is most forcibly reminded of the great development that has taken place since that brilliant mistress of Rideau Hall experienced the hardships of frontier travel.

In the summer of 1874 the Vice-Regal party made a trip through the country to the northwest of Toronto, reaching the Great Lakes at Parry Sound, and sailing westward as far as Port Arthur. This was the New Ontario of a third of a century ago. To day it is comparatively old, a district of summer resorts,



Cumberland Street, Port Arthur, Ont., as it appears to-day.

farms, thriving towns and excellent railway facilities. New Ontario now lies far to the north and every year the frontier recedes before the oncoming march of industrial development.

Parry Sound was reached by a drive across country "through a fine forest, and no part of it is far from a lake." That great lake port with its fine docks, its grain elevators and its three lines of railways, was then little more than a scar on the edge of the forest—a rambling village that served as a base of supply for the lumber camps to the east and north.

At Parry Sound the party went on board the steamer "Chicora," and before proceeding westward they turned to the south and visited a number of the lakeshore towns—Collingwood, where nine steamers came out to meet them, and Owen Sound, where a grand reception was held on shore.

Port Arthur was then little more than a name, and Fort William a Hudson Bay Company's post, where the party went to church. Perhaps at no other place on the Great Lakes have the intervening thirty-four years wrought a greater change. Now each autumn the prairies of the West, then roamed over by Indians and buffaloes, pour down into these ports, the first fruits of their harvest. Gigantic elevators break the sky-line and the spa-

cious harbors are filled with vessels, equal in size to the ocean steamships of Lord Dufferin's time, loading with wheat for the markets of Great Britain.

Owing to the delay in building a transcontinental railway to



The locks of the Sault Ste. Marie Canal, which did not exist in Lady Dufferin's time.

connect British Columbia with Eastern Canada, there was much discontent among the people of that Province, and all the tact and influence of Lord Dufferin, who visited the Province in 1876, were required to prevent the repudiation of the Confederation agreement. Lady Dufferin accompanied her husband on that long journey, which was made across the United States to San Francisco and thence on a British cruiser to Vancouver. To-day the best route not only to Vancouver but across the continent is that of the Canadian Pacific Railway, for which the British Columbians were clamoring when Lord Dufferin visited them.

At Victoria, then a town of five thousand inhabitants, there was a procession and reception. "The feeling here is British but anti-Canadian," writes Lady Dufferin in her Journal, "on account of the railway, which can't be made yet; so it is not all plain sailing."

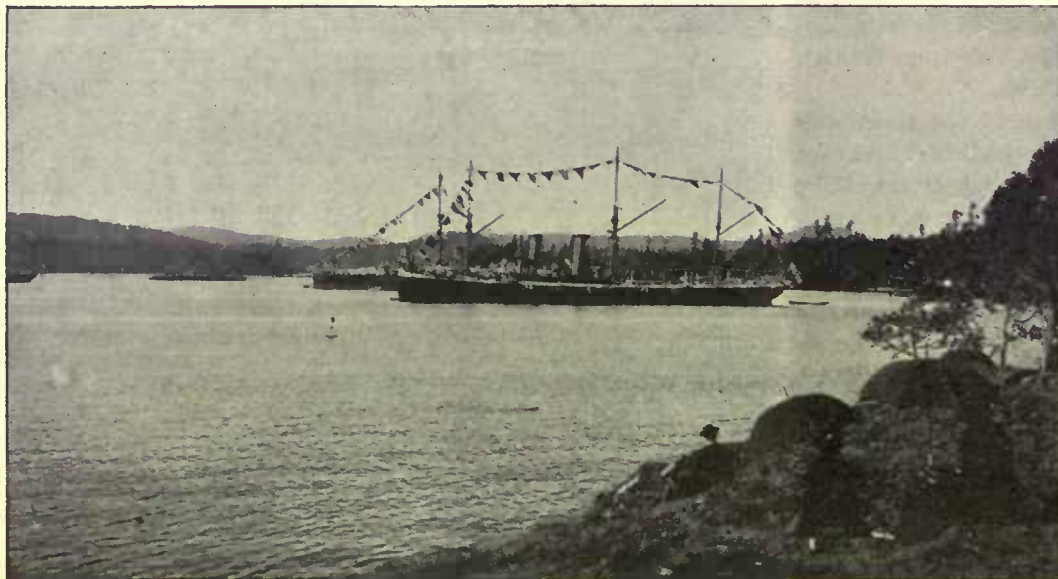
The Vice-Regal party went as far north along the coast as Fort Simpson and past the spot where Prince Rupert is rising out of the wilderness, soon to become the western terminus of a second transcontinental railway. They sailed up the Fraser and the Thompson rivers and went as far into the interior as Kamloops. The entries in the Journal show that when outside the little Coast cities the visitors found themselves in a wild



(Photo by courtesy of Mr. W. P. Martin of the C. P. R.)  
The landing of the first railway equipment in Manitoba in 1876, consisting of one locomotive, one conductor's van and six flat cars. Connection by rail with the outside world was not made until December 10th, 1878.



country, rough and grand and yet disclosing to the eye of this lady enough of its latent wealth to assure her that the day would come when those vast resources would be turned to account and those coast harbors would become busy marts playing an important part in the Empire's trade with the Orient.



Esquimalt Harbor, Great Britain's naval base on the Pacific Coast.

The Journal tells of addresses innumerable, of Lord Dufferin's almost daily conferences with the public men of the Province, usually in reference to the promised but long delayed railway, of drives through the mountains and of elaborate social functions.

Just before setting out for San Francisco—for the return journey to Eastern Canada was also made through the United States—Lord Dufferin presided at the ceremony of driving the first pile of a new dry-dock at Esquimalt. To-day that is the most strongly fortified place on the whole Pacific Coast.

British Columbia has now six times the population it had when Lady Dufferin bade it farewell. There are within the Province 1,800 miles of railway; wealth is being drawn from its forests, its mines and its fisheries; its valleys are being turned into farms and orchards and its cities are on one of the world's great highways of commerce.

In the summer of 1877 Lord and Lady Dufferin visited Manitoba, then looked upon as the far western prairie country. Between Ottawa and Winnipeg there then existed only the voyager's primitive means of travel and a rough road through the wilderness, and so the Vice-Regal party went around by St. Paul, Minn., and sailed down the Red River to Old Fort Garry.

Lady Dufferin found Winnipeg "gay and pretty." They drove to Silver Heights and took a cottage, "lent to us," she writes, "by Mr. Donald Smith, who met us at the door." That Mr. Smith is now Lord Strathcona.

Extended trips were made from Winnipeg and although autumn was well advanced, the only protection the travellers often had at night from the biting winds of the prairies, was that afforded by ordinary tents. Under the date of September 24th, Lady Dufferin tells of a visit to a farm at Portage La Prairie, then an outpost, to-day a commercial centre and the meeting-

place of three great railway systems. The owner of the farm and his son, writes Lady Dufferin, "take great interest and pride in their farm, and if they had a market they would be well-off; the market and the railway will come in time. They have magnificent crops." The railway and the market predicted by

Lady Dufferin have long since come and crops as "magnificent" as she saw at Portage La Prairie are now harvested each autumn on millions of acres throughout the West, of which she saw only the merest fringe.

The Vice-Regal party visited Rat Portage, now the thriving town of Kenora, and followed the Winnipeg River to the Lake, stopping at the Icelandic settlement at Gimli.

September 29th was their last day in Winnipeg, and before leaving Lord and Lady Dufferin drove each a "spike in the Canadian Pacific Railway, the first line in this part of the world. The chief engineer had gone to try to get the first locomotive there in time for us to start it, but unfortunately it could not be managed."

On the trip back to St. Paul Lady Dufferin relates that they saw engine No. 2 of the Canadian Pacific Railway. "It is going to Winnipeg with a train of railway trucks, and it is to be called the 'Lady Dufferin.'"

The Vice-Regal party returned from Manitoba to Ottawa from the South. To-day the journey is made on Canadian soil from the West, and perhaps that emphasizes as strongly as any one fact can the change that has come over Canada during the



In the heart of the business section of Vancouver, B.C.

thirty years that have passed since Lady Dufferin left our shores. The last entry in Lady Dufferin's Canadian Journal is dated August 31st, 1878, when she wrote: "A final good-bye to Quebec and to my happy Canadian life. The 'B' Battery turned out to accompany me, and to fire a salute for me, and after the ship left the wharf they all cheered from the Citadel. Though it was early numbers of people came down to the steamer."



The entrance to Victoria Harbor, through which the Marquis and Marchioness of Dufferin sailed thirty years ago.



## "THE LEAFY MONTH OF JUNE"



Looking up a country road in Huron County, Ont.

THIS charming countryside lies about half-way between the village of Varna and the town of Clinton in Huron county, Ont., the highway between the two places winding through the fields crosses a river, and then climbing a hill dips down on the other side. It is an instance of the pleasing views of peaceful rural scenery to be had throughout the southern and western portions of Ontario, justly called the 'Garden of Canada.'



A view near Benmiller, a small village northeast of Goderich, Ont.

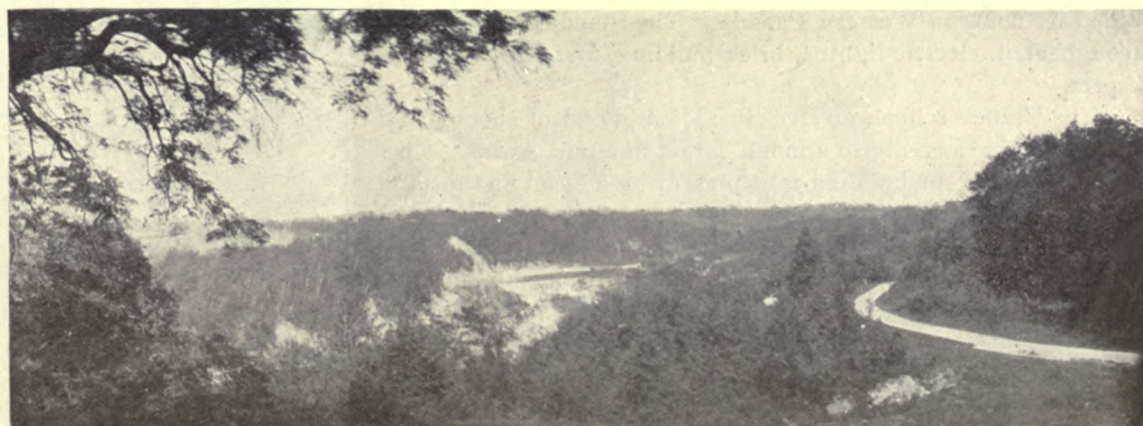
THE little hamlet of Benmiller is widely and justly known for its charming scenery. On every hand are peeps of peaceful landscape and for that reason the village proudly calls itself "Huron's Favorite." The highway crossing the bridge leads to Goderich.



A view of the Maitland River looking up from Benmiller bridge.

FLOWING between wooded banks, with here and there the fields dipping down to the water, with many a picturesque turn, the Maitland winds its way through the farms and past the villages on its way to Lake Huron at the town of Goderich.

THIS view is from the highway skirting the Maitland River, which flows through Huron county and is well-known because of the beautiful scenery along its course. This spot is a short distance outside the town of Goderich, through which the river flows and empties into Lake Huron. Goderich is the county town. It is one of the most attractive places on the lake and a very popular summer resort.



A view of the Maitland Valley, Huron County, Ont.





Two steam ploughs breaking up the prairie in the Francis District, Saskatchewan. They belong to Robert Moire and they have ploughed one hundred acres in twenty-four hours.

## FRANCIS, SASKATCHEWAN

A THRIVING TOWN FORTY MILES SOUTHEAST OF REGINA AND THE CENTRE OF A DISTRICT WHERE WHEAT IS KING



H. H. Thompson and the Sweepstakes Cup won by him for the best wheat grown in Saskatchewan in 1908.

**T**HE Town of Francis is located on the Arcola extension of the Canadian Pacific Railway, forty miles southeast of Regina, in the centre of what is now acknowledged to be the best grain growing section of Canada. Although but four years old, this town has made phenomenal progress, due largely to the fertility of the soil in the surrounding district and the up-to-date manner in which the farmers carry on their agricultural operations. The practical experience of the local farmers, together with their scientific methods, contributes largely to its success.

Francis has four elevators with a storage capacity of 118,000 bushels of grain and the total quantity of grain marketed now amounts to about 500,000 bushels per year.

The C. P. R. have a very neat and commodious station and freight shed, showing their confidence in the town and district.

The travelling public can secure accommodation in the town, second to none in Western Canada. The Standard Hotel is a steam-heated, electric-lighted, brick building, first-class in every respect.

The Francis school, erected in 1908 at a cost of about \$12,000, would be a credit to a much larger and older town. The second storey of the building is at present used as an auditorium for all kinds of public gatherings.

The religious welfare of the community is well looked after, the Methodist, Presbyterian, Anglican and Roman Catholic bodies being represented.

The financial interest of the district is well provided for by a branch of one of the leading banks in which a staff of four employees is kept busy.

The mercantile establishments of Francis include representatives of every line required at the centre of a flourishing agri-

cultural country and in most lines there is healthy competition. Among the residents of the town are members of both the legal and the medical professions. A bright, well edited weekly newspaper, *The Francis Free Press*, is also published there. Among the municipal improvements now on hand is the installation of a water supply system.

The Francis District has probably developed as fast as any other settlement in Western Canada, not on account of it being widely advertised or "boomed," but owing to the fact that the soil is as productive as that of any district, and more so than a great many other districts, and the quality of the grain produced is not surpassed in the Province of Saskatchewan, if in all of Western Canada, as is shown by the fact that this district won the Sweepstakes in both wheat and oats in the Provincial Grain Show, recently held in Regina.



The Standard Hotel, Francis, Saskatchewan.

One feature which enters into the rapid development of the district is the general conformation of the land, it being entirely free from brush and having little or no stone or slough. The soil is easily cultivated by traction power and several steam engines,



which have been working in the district for the last four years, have transformed the virgin prairie into beautiful, cultivated fields, on which magnificent yields of golden grain are to be seen.

The soil is a deep chocolate-colored clay loam, underlying which is a gray clay subsoil, very porous in nature, which allows the surplus water to rapidly pass down into the earth from where it is again drawn as the grain needs it during the dry seasons. The conformation of the district would be called slightly rolling, and over 95 per cent. of the acreage is good arable land.

The district as a whole is well supplied with good graded roads, and the religious and educational welfare of the settlers is well provided for by schools and churches conveniently located in the more thickly settled parts of the district, and rural telephones are being built this year.

Wheat, which is probably the mainstay of the settlers here, has yielded as high as 48 bushels per acre, while oats, which is also extensively grown, has yielded in individual cases over 100 bushels per acre. Flax has also become a very important item among the grain growing farmers in the district and yields from 15 to 25 bushels per acre. This has proven a very paying crop in the last few years. Small fruits and vegetables grow luxuriantly.

The district is mostly settled with Canadian and American, English-speaking settlers, of a rather superior class, who were successful farmers before coming here, and who brought with them, not only experience, but a considerable amount of capital as well.

The climate of the district is as fine as that of any part of Western Canada and, contrary to general belief, is even superior to that of a great deal of Eastern Canada and the northern parts of the United States. The winters, although somewhat cold, are not disagreeable to the newcomers, owing to the fact that the climate is dry, and there is no more healthful climate in the world; and owing to the long days and short nights during the summer months, the crops mature in much less time than in Eastern Canada or in the United States. To the abundant sunlight is due the superior development of growing crops.

A large amount of land is still for sale in the district from \$15 per acre upwards, and there is no doubt that in the near future the prices of land will rapidly advance, owing to the greater part of Western Canada being rapidly filled with settlers. The intrinsic value of the land is very much more than the prices

quoted, but owing to the enormous tracts in Western Canada not brought under cultivation, the prices will necessarily remain low for a short time, but the productive value of the land is so high, that like water they will seek a level, and a level will be reached when the average profit from the land will pay good interest on the money invested.



The Public School Building of Francis, Saskatchewan.

Francis District is first and foremost a grain producing district. *Here Wheat is King.* While yet one of the youngest grain districts in the Province, it has forged rapidly to the front and now takes rank with the famous old districts, which gave the title of the "Empire's Granary" to the whole West. The superiority of the Francis District was forcibly brought before the public at the Saskatchewan Seed Grain Exhibition held in Regina in January last. At this Exhibition the prize winning grain shown at the various seed fairs throughout the Province was gathered together in a grand competition. At this Exhibition Francis was represented for the first time and carried off the grand sweepstakes prize in wheat and oats, the first prize in wheat being won by a man as yet a comparative beginner, while exhibiting against him were some of the oldest and most experienced wheat growers of the West. Herewith we give the official score of the leading districts showing grain in the competition.

In the competition for the sweepstakes cup for the best wheat grown in the Province and which was won by Mr. H. H. Thompson of Francis with wheat grown five miles west of the town, the following tabulated statement gives the score in detail:—

	Weight per bushel	Purity 50 points	Quality 50 points	Total 100 points
Francis.....	65½	48½	42	90
Fairmede.....	64¼	49	40½	89
Indian Head.....	64¾	50	39	89
S. Qu'Appelle.....	64½	49¼	38¾	88
Grenfell.....	64	48½	39¼	87¾
Moose Jaw.....	64½	49½	37¾	87¼
Prince Albert.....	64¼	49¾	37½	87¼
Central Sask.....	64¼	49	36½	85½

In the competition for the prize for the best oats grown in Saskatchewan, the Francis district also won first place; and the sweepstakes crop was produced on a farm about four miles west of the town. These first prize oats yielded 46½ pounds to the bushel, 12½ pounds above the standard. For purity it scored the maximum, 50 points, for quality 43½ out of fifty, and out of the total of 100 points the Francis exhibit scored 93½, winning first place.



Threshing the first wheat crop in the Francis District in the autumn of 1907.



# OUR HISTORY IN STATUES AND MONUMENTS

XXX.



**I**N 1864 there died in the Canadian West an Indian Chief named Peguis of the Saulteaux tribe who by the service he rendered the pioneers of the Red River country, and especially the Selkirk Settlers, won their undying gratitude and established for himself an honorable place in the history of Western Canada. The

descendants of those settlers are about to erect a monument to the memory of this truly noble Redman. The monument will be placed near the Kildonan church near Winnipeg, and it is proposed that it bear the following inscription: "Erected by the descendants of Lord Selkirk's Red river settlers to the memory of Chief Peguis, who befriended our forefathers, when they were weak and in need."

Mr. Colin Inkster, Sheriff of the Eastern Judicial District of Manitoba, knew Chief Peguis personally and in the course of a paper on the notable Indian read at the Red River settlers' reunion, Sheriff Inkster stated that, "When the first installment of Lord Selkirk's Red river settlers arrived at the Red river, one of the greatest dangers to which they were exposed, was that of the surrounding tribes of savage Indians. The only possible protection from this danger, that these settlers with their wives and children could expect, was from the Hudson Bay company. To show what a broken reed the said company was to depend on; a few years after the arrival of the first settlers, namely, 1816, a conflict took place between the H. B. Co.'s officers and employees and a small band of the servants of the Northwest Fur company, with the result that the former were almost entirely annihilated, their governor being among the slain."

The scene of that tragedy of ninety-three years ago is near the highway which today is a continuation of Main street, Winnipeg. The spot was called Seven Oaks, the name being derived from the circumstance of seven large oaks growing there near a small rivulet known as Inkster's creek.

In 1784 the Hudson Bay Company was called upon to meet the competition of the North-West Company organized by a number of merchants in Eastern Canada who already had considerable experience in the western fur trade. The new company possessed great enterprise, and its career was marked by wonderful energy and daring, to say the least. The rivalry of the two companies soon developed into hostility which was rendered more intense by the sale by the Hudson Bay Co. to Lord Selkirk of the Red River tract on which in 1812 settlers from Scotland were placed. No colony of pioneers in Canada suffered greater hardships or experienced more discouraging vicissitudes than did those hardy Scotchmen who in the early days of the last century began to till the soil of our Great West.

The North-West Company resolved that the Selkirk settlement should not thrive and that when an opportune time came it

should be broken up. The feeling of the company was well expressed in the following extract from a letter written by one partner to another:—"None but the complete downfall of the colony will satisfy some, by fair or foul means—a most desirable object if it can be accomplished. So here is at them with all my heart and energy."

For a number of years the rival companies were actually at war. They captured each other's posts and seized each other's supplies and stores of fur. The Bois-Brulés or half-breeds took sides with the North-West Company and when in the summer of 1816 the destruction of the Selkirk settlement was decided upon a large party of these half-breeds was assembled by the company's officers, many coming from distant parts of the West.

Moving eastward the force came to Brandon House, the chief Hudson Bay post, which was pillaged. Arriving at Portage la Prairie a halt was made and from there on June 18th a force of seventy men, set out to attack the Red River Colony. Near the colony stood the Hudson Bay Company's post, Fort

Douglas, commanded by Governor Semple. Two days before Semple had been warned of the impending attack and Chief Peguis had offered the services of his tribe to assist in the colonists' protection.

On the afternoon of the 19th from the roof of the fort Semple saw the North-West force approaching over the prairie, but they seemed to be moving not in the direction of the fort but towards the settlement. "We must go out and meet these people," said Semple; "let twenty men follow me." Advancing some distance from the fort Semple's little party was soon surrounded by the attacking force whose half-breeds were painted and dressed in Indian fashion. A man named Boucher rode out from the North-West force to where Semple stood somewhat in advance of his party. Some

high words passed between them and Semple incautiously laid his hand on the bridle of Boucher's horse or, according to some, on his gun. Instantly two shots rang out in quick succession. By the first Lieut. Holt of Semple's party fell and by the second Semple was mortally wounded. "In a few minutes the field was covered with bleeding forms; almost all Semple's men were either killed or wounded. Save in a single instance no quarter was given; the injured were summarily despatched, and on the bodies of the dead were practised all the revolting horrors which characterize the inhuman heart of the savage. In all twenty-one persons were killed, the remaining eight escaping to the woods. Besides Governor Semple, Lieutenant Holt, Captain Rogers, Dr. James White and Dr. Wilkinson, the Governor's private secretary, were amongst the dead.

Immediately every human being at Fort Douglas was plunged into confusion and dismay. The survivors, hastily returning, told their fell tale, and men, women and children crowded together seeking protection within its walls. A few who had gone out, had succeeded in regaining the fort with the



The monument at Seven Oaks marking the scene of the North-West tragedy of 1816.



cannon they had taken with them. All waited for the expected attack of the North-Westerns. An anxious night ensued, but no attack was made, and it was afterwards learnt that the Bois-Brulés had a wholesome dread of the cannon in the hands of the settlers." Selkirk was in Eastern Canada where he had engaged about one hundred regular soldiers to go west as a defence force for the Red River Colony. Most of these soldiers were German mercenaries whom the close of the war of 1812-14 had thrown out of employment. Upon reaching Sault Ste. Marie Selkirk learned of the tragedy of Seven Oaks. Pushing on his little force

he came to Fort William, the headquarters of the North-West Company, which was captured without a struggle. There Selkirk wintered. A number of arrests were made but the trials of the men responsible for the killing of Governor Semple resulted in verdicts of acquittal.

Both companies were warned that hostilities must cease, and four years later they were amalgamated, the North-West Co. ceasing to exist. Broken in health Lord Selkirk sought repose in the south of France where he died in April, 1820. "The Great North-West of to day is his monument."

## NOTES OF THE EMPIRE

"Canada and the Empire is our politics."

WE all think Imperially nowadays. More and more are men all over the globe, who owe allegiance to King Edward, becoming sensible of the possibility and the necessity for closer union—that union which is strength. The menace of Germany will hurry on this movement. The sensational rise of that power, the rapid construction of her navy—built up in the night as it were—threatens the Empire's safety. Alone Great Britain can hardly, with her population of forty-four millions, compete much longer against Germany with sixty-millions and the United States with eighty-six millions. *But a united British Empire can.* We cannot, therefore, know too much about the different parts of the Empire, and it is with the object of spreading in Canada a knowledge of Imperial affairs that we commenced this feature of *Notes of the Empire*, more than a year ago and which we are told is one of the most popular pages in our magazine.

SOME interesting figures illustrative of the development during the last fifteen years of the King's oversea dominions are contained in the Forty-fifth Statistical Abstract for the British Colonies, Possessions and Protectorates, just issued by the British Board of Trade. According to the latest returns, the total area of the Empire, exclusive of the United Kingdom, is 11,211,000 square miles and the population, which in 1891 numbered 307,483,000, had risen by 1901 to 343,748,000. Appended are the figures for the principal Colonies, the last column representing the estimated population of Dec. 31 1907.

	1891	1907
Canada and Newfoundland.....	5,035,279	6,387,952
Commonwealth of Australia.....	3,183,237	4,221,713
Cape Colony and Natal.....	2,071,137	3,671,785
New Zealand.....	626,658	941,824

No figures relating to 1891 are available for the Transvaal and the Orange River Colony. At the end of 1907 the population of the two was estimated at 1,669,473, and this, added to the figures for the Cape and Natal, gives a total for the four Colonies of 5,341,258, bringing it into second place, next after Canada. (Our population is now not less than 6,500,000 without Newfoundland. Our expenditure during the current year is fixed in the estimates to be over £22,000,000—EDITOR.)

Vital statistics for Australia show that since 1871, the annual average birth-rate in the six States has declined from 38 to 27 per 1,000 of the population. The marriage-rate, on the other hand has risen from seven to eight per 1,000. In New Zealand

the decline in births has been even greater. While in 1871 the rate was 40 per 1,000, in 1907 it was 27, notwithstanding that during the intervening period the annual marriage-rate had increased from seven to nine per 1,000 of the inhabitants.

THE following table shows the striking growth which has taken place in the public revenue of our great dependencies during the last fifteen years.

	1893	1907
India.....	£54,716,483	£71,177,500
Australia.....	23,951,209	33,658,834
Canada.....	7,866,385	13,971,473
New Zealand.....	4,407,964	9,151,295
Cape Colony.....	4,878,561	7,701,192
Natal.....	1,669,678	3,471,932

It has, however, to be noted that in the cases of Cape Colony and Natal, and to a less extent as regards India, the figures for 1907 by no means represent the high-water mark. Cape Colony's revenue in 1903 reached a total of £11,701,150; and in the following year it was £9,913,855; while in the same periods that of Natal amounted to £4,334,175 and £4,160,145. Similarly, India's revenue in 1905 attained the record figure of £84,997,685. One of the most remarkable examples of progress is furnished by the West African Colonies and Protectorates whose total revenue has risen almost continuously from £615,374 in 1893 to £2,758,267 in 1907.



The children of the Prince and Princess of Wales—from the latest photograph of the heirs to the British Crown.

THE total naval and military expenditure of the United Kingdom will this year be over £64,000,000 or about \$320,000,000 nearly three times our total expenditure on all branches of national service. This works out at *more than seven dollars a head* of the population of Great Britain

and Ireland. We shall this year spend just over \$6,000,000 on our Militia and Permanent Corps or *not quite a dollar a head!* We spend nothing on naval defence. Are we satisfied with this state of affairs? We think not.

THE total population of all the white colonies is nearly seventeen millions of people, who spend on an average one dollar and a half per head on naval and military defence. If this sum was only doubled, the colonies could make an imposing array of defensive armament. We have no hesitation in saying that the day is coming and coming quickly when every colony will have to spend *at least three dollars a head* on defence



if they desire to preserve their independence. It is no use sitting down and wringing our hands over all this wasteful expenditure on murderous armaments. It is wicked but so is a large portion of the world and we are part of it. To be weak is to be persecuted—is now, always has been and always will be.

We must put an armed force to stand guard over our possessions—growing in richness every year. We repeat *it is neither safe nor honorable for Canada—the new nation—to rely for her protection upon any arms than those of her own sons.* W. B. S. S.

## NOTES OF THE WEST

LAST summer the prairie Provinces of Western Canada were visited by a Scotch agricultural commission, the members of which were named by the Imperial government. The members were engaged in farming on a large scale in the old country, and they were specialists in the various branches of grain growing and stock raising. The instructions given them by the Imperial government was to see as much as possible of the West, and to make a full and complete report on the adaptability of the country for the production of all classes of grain. This report was published this year and was very satisfactory to those who are interested in the development of Western Canada.

Recently J. M. Hodge, one of the members of the commission and one of the largest and most successful farmers in Perthshire, Scotland, arrived in Winnipeg with the intention of purchasing at least 10,000 acres of land for growing wheat only. This land will be bought in the interests of a syndicate composed of the commissioners and a few of their friends. The plan of the syndicate is to bring out a number of Scotch plowmen and place them on the land. Canadian farm laborers will also be employed, and if it should seem desirable, an interest in the farm will be sold to the men who are doing the actual work.

J. Bruce Walker, Assistant Superintendent of Immigration, speaking of the proposed purchase said:

"This action on the part of the visitors who came to Canada last year from Scotland, is the most eloquent testimony they can give regarding the opportunities which this country presents. The report of these delegates may or may not be widely read, but no one can fail to see the meaning of this purchase. Mr. Hodge was in the offices of the Department of Immigration and discussed the project fully. He went to Lethbridge with an officer of the department, and is making further enquiry regarding the productive possibilities of the soil there. He has with him a thoroughly practical Canadian farmer, who will probably manage

the farm. It is possible that irrigated lands may be purchased by the syndicate. If this is not done land may be taken near Red Deer, to which point Mr. Hodge will go from Lethbridge. The proposal is to grow wheat exclusively, and some fifteen sections will be bought immediately. Additional land may be bought later. A few Scotch plowmen will be sent to the land, but most of the help will be secured in Canada. All necessary buildings will be erected and the farm will be operated in a practical manner, all the best methods being



The branch of the Canadian Bank of Commerce at Saakatoon, Sask.

adopted. It will be in every way a model farm, and the Scotch delegates are satisfied that it will be operated at a handsome profit. The news regarding the action on the part of these delegates will be made widely known in Scotland especially, and it cannot fail to have a widespread influence on the emigration of the best class of settlers from the Mother Country to these Province."

A meeting of the pioneers of Rupert's Land, who were in the west before 1870, was held recently in Winnipeg to arrange for sending a deputation to interview the Dominion Government in an effort

to effect a settlement of their claims for treatment in the matter of 160-acre land grants similar to that accorded to their fellow-pioneers who came to the Red river and the West before 1836, and their descendants, not of mixed blood, born before May, 1874.

The contention of these pioneers is that a man who came in 1836 or in later years down to 1870, was as great an acquisition to the country as one who came in 1835 or before that year. They also declare that it is absurd discrimination when a full grown man who came in 1836 gets no grant of land, while a babe coming into the world in May, 1874 as the descendant of 1835 pioneers, is given a grant. At the meeting speakers contrasted the failure of the Dominion administrations to make grants with the recognition given to pioneers by the United States government. Some of the claimants declare their intention of taking the matter to the foot of the throne if necessary.

The meeting was attended by George Parker, of Sanford, who came to Red river in 1868, and who, with his brother Alexander, suffered imprisonment at Fort Garry during the troubles of 1869 and 1870 also Kenneth Mackenzie, of Burnside, son of the well-known pioneer of the same name, who was the first Canadian farmer in the wilds west of Portage la Prairie. Mr. Mackenzie represented the pioneer farmers of the Portage Plains, in which district by far the greater number of qualified claimants for land grants reside. There were also in attendance representatives of the missionaries of the great pioneer churches, and a few old Hudson Bay Co. men are in the minority in the list of claimants.

Motions were passed approving of the move made by the active organizer, Isaac Cowie, largely on his own initiative, and desiring him to continue his work for the common cause. Delegates were nominated who will be requested to go to Ottawa. James H. Ashdown has been requested to meet the delegation in Ottawa at a time when the venerable peacemaker, Father Lacombe, will be there. Rev.



A June afternoon at Regina Beach, the favorite resort of the residents of the Saskatchewan Capital.



Dr. John McDougall is not available, as he is in British Columbia, but retired missionaries of his church now living in Ontario are being asked to act.

The association is perfecting its organization for the purpose of preserving dates in the history of the country, and reunions are also to be arranged. It is felt that the association cannot be of a local character so far as membership is concerned, because many of the pioneers are now living in other parts of Canada and in the United States, particularly in Minnesota and Oregon.

George Newhall, who spent the fall and winter at Split Lake, Keewatin, as assistant to E. H. Drury, field engineer for the Hudson Bay railway survey, arrived in Winnipeg recently from the north. Mr. Newhall stated that the two parties which had started out from Split Lake, one under Mr. Moffat and the other under Mr. Clifford, had prosecuted the survey work steadily during the winter months and that the most arduous part of the work had been completed. Mr. Clifford left Split Lake shortly after the arrival of the party there, with instructions to go as far north as possible before "freeze-up." He had got thirty miles north of the lake before being frozen in, and had then begun the work of the survey. Mr. Moffat had gone south with instructions to work northward until he had reached the point where Mr. Clifford had begun. Mr. Moffat and his party completed the work which had been assigned to him and Mr. Clifford and his party are still working in the direction of Fort Churchill. There is yet about one hundred miles of survey work to be done. At headquarters at Split Lake they were not in touch with the parties headed by Mr. Law and Mr. Murphy, who were considerably to the south and the west. Mr. Clifford's party had got so far to the north that they were out of touch with headquarters.

"One of the great difficulties which were experienced at Split Lake during the winter," said Mr. Newhall, "was the lack of dogs. Nothing in that country can be done without dogs and the lack of dogs and dog meat interfered with the work. The dogs which were brought in from Norway House did not do well, owing to the fact that there is no large supply of white fish at Split Lake. The food available consisted of smaller and inferior fish, to which the dogs did not take kindly. Dogs were bought in Winnipeg during the winter for this work, and were as serviceable as those which were bought in the north.

All the men in the party were in excellent health during the winter. Some who were delicate last fall gained greatly in weight and in vigor. The thermometer did not register at Split Lake any lower than it did in Winnipeg, but it was a more steady degree of frost.

Our coldest day was early in February when the glass showed 47 below with a strong wind.

The work at headquarters at Split Lake has been completed. All the men on the survey will probably be in by the end of May."

Speaking of the country about headquarters Mr. Newhall stated that it was full of lakes and covered for the most part with bush. There was much muskeg, but Mr. Drury did not believe that there were serious engineering difficulties to be encountered.

Eight hundred miles of new telephone lines in the Province of Alberta, is the probable estimate of what the telephone branch of the Alberta Public Works Department will construct this year. The mileage for last year was about eight hundred

Another toll circuit will be constructed from Calgary to Macleod and from Edmonton to Fort Saskatchewan to accommodate the increasing traffic between these points. A very important extension may be constructed from Blairmore west to



The result of a day's fishing in a small western lake.

miles, but the demands this year are greatly in excess of anything yet known. If all the demands from the four quarters of the Province were granted, there would be between two and three thousand miles constructed, instead of eight hundred. At the present time nearly 500 telephone extensions have been approved of by the Department. Contracts for the entire equipment have been let and distribution to the various points required, is going on daily. Between 11,000 and 12,000 poles have been ordered. All the poles required have already been laid from Edmonton to Cooking Lake, and for several miles out from Olds. The wire is coming from Winnipeg, and at the present time a considerable quantity of it has been delivered. If conditions were favorable the actual work of constructing lines would be going on at once, but it will probably be early in June before any move is made.

During the winter months five gangs of men have been busy rebuilding exchanges at points where the increased business has outgrown the capacity of the exchanges for handling the work. This was the case at Wetaskawin, Olds, Medicine Hat and Lacombe. Work is still in progress rebuilding at Raymond and Magrath. At Lethbridge an entirely new exchange has been constructed.

The greater proportion of the new lines will be in the rural districts. Among these lines to be constructed are Edmonton to Cooking Lake, a distance of 20 miles; Curlew to Trochu valley, 12 miles; Calgary eastward, making for Gleichen; and a toll line from Taber to Medicine Hat, a distance of 90 miles.

meet the Kootenay lines in British Columbia. This line would give the people of Alberta telephone connection with Seattle, Vancouver and other Pacific points.

When the construction work is well under way there will be seven or eight gangs of men working in different parts of the province, which means that there will be well on to 150 men in Alberta building telephone lines this summer.

The government Commission having charge of the construction of the National Transcontinental Railway which will extend from Moncton, N. B., to Winnipeg, Man., recently presented their report for the nine months which ended on December 31st last. During that period the sum of \$18,866,000 was spent in construction work. The total miles of grading completed was 668.66. The total miles of track laid 309.12

An interesting feature of the report is a statement as to the amount of agricultural lands available along the line. The land fit for cultivation in district "C" commences four miles east of Bell River, and extends westerly to the Ontario boundary. In this tract there are about 3,712,000 acres, of which about 2,500,000 acres will make good farming land, and most of the rest can be drained. In district "D" there are about 1,344,000 acres of land, about 60 per cent. of which can be described as arable land. From mile post 185 to 285 there is an immense tract of land which is equal to any agricultural land in Canada. It contains 3,800,000 acres of good arable land. In district "E" there are two tracts of good land, aggregating about 1,600,000 acres.

The mountain section report says: "The first 100 miles from Prince Rupert, easterly, is under contract, and fair progress is being made with the grading which is composed largely of solid rock. There are 1,850 men and 90 horses employed upon this work. This is short of what is required to finish the work in a reasonable time, but it is said that the contractors are making great efforts to largely increase the force.



A view of the town of Hanley, Sask., from one of the elevators.



### Ontario's Pioneer Teachers

WHAT Canadians owe to the United Empire Loyalists in the matter of education is the subject of a recent report by J. George Hodgins, LL.D., Historiographer of the Department of Education of Ontario. Combined with this historical review are sketches of distinguished pioneer teachers and reminiscences of those who followed those pioneers in later years. The whole forms a valuable and interesting contribution to Canadian history, and especially the early history of Upper Canada.

The biographical sketches fill nine pages of the report and they place on record the life work of those devoted men who shortly after the loyalists came to the wilderness of Upper Canada, laid the foundations of the educational system that has done so much to make Ontario the banner Province of the Dominion.

At the outset of the report Dr. Hodgins writes: "Animated by the same spirit that possessed the early Colonists of New England, the United Empire Loyalists as they settled in Upper Canada, established Schools of a superior class in the chief centres of their Settlements,—such as Kingston, Cornwall, Bath, York, St. Catharines, and afterwards at Newburg. In 1806, a Grammar School was established by Act of the Upper Canada Parliament in every District, and ultimately (in 1816) the Common School, fashioned by the U. E. Loyalists on the New England pattern, was put into operation in the settled Townships of the Province. Among the biographical sketches one finds the records as teachers of such distinguished men as the Rev. Dr. Strachan, afterwards Bishop of Toronto; the Rev. Thos. Phillips, Mr. Joseph Spragge, father of the late Chief Justice Spragge, and so on through a long line of the pioneers of education.

Incorporated in the report is a graphic description of the old log school house read at the meeting of the Pioneer Teachers held in Toronto in 1887 by one of the oldest of those teachers then living. That description is interesting reading to day. "The desks," wrote the pioneer teacher, "so far as any were provided in the school room, consisted of a wide shelf, fixed at a pretty sharp angle against the wall, and extending all around the room, with an intermission only at the narrow space occupied by the door. This primitive arrangement was sometimes supplemented with a long, flat table, composed of three or four loose planks in the rough, supported by wooden benches, or 'horses' placed transversely beneath.

What a picture did the wooden desks and walls of those old-time school houses present, worn smooth with use, variegated with the ink, and carved with the jack-knives of the boys. What burlesque, too, upon every intelligent idea of education were the processes carried on in them. From nine o'clock to twelve, and from one till four, six long hours, as marked by the sun's shadow on the rude dial marked out on the windowsill, did the work go on.

As the day wore away the school room resounded with the loud hum of a score or two of boys and girls, all 'studying aloud' with a most distracting din of voices.

This din, in the case of perhaps a majority would be modulated without the slightest relation to the contents of the printed page, while the thoughts of the ostentatiously industrious pupil would be busy with some projected game, or trick, for the coming recess. And yet how often would the school master's eye gleam with pride and pleasure when he had, by dint of per-

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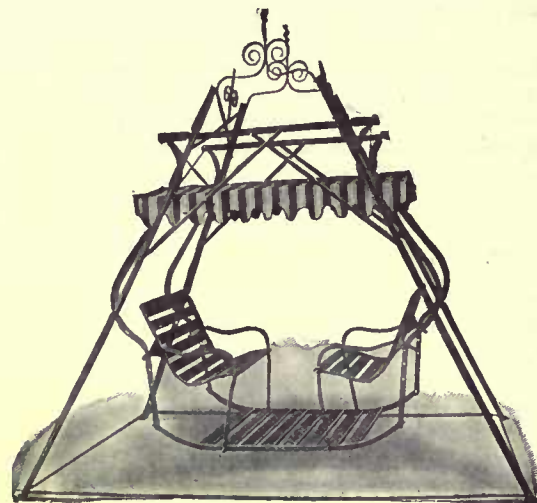
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## IT HEATS

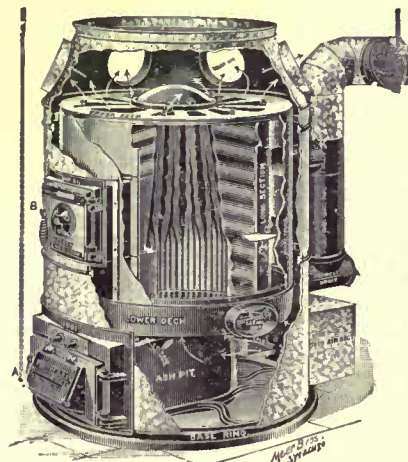
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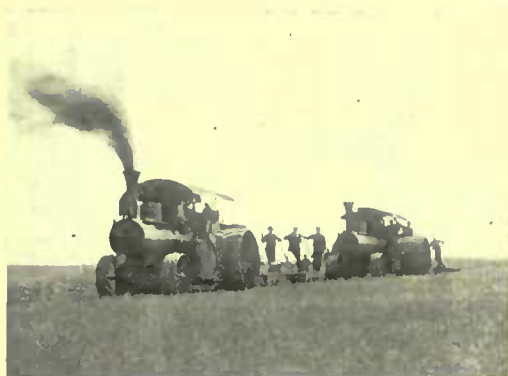
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suaion, or threat, succeeded in getting every boy and girl engaged in this monotonous chant.

Then the recitation! What a scene of confusion it often caused. Perhaps it was the column of spellings. A few, fitted by nature with memories adapted for that kind of work, would make their way in triumph to the head of the long semicircular class. But woe be to the dullards and the dunces, under a regime whose penalty for missing a word would be, very likely, two or three strokes on the tingling fingers, or aching palm, with the pitiless hardwood ferule, this process being occasionally varied, as some noisy, or idling, youngster was called up from the back seat to be visited with a still sterner chastisement for some trifling misdemeanor."

Dr. Hodgins' historical sketch is issued as an appendix to the report of the Minister of Education, and it should be read and preserved by every teacher in the Province. It will be found no less interesting to all concerned with our early history.

### Algonquin Park

FEW citizens of Ontario seem aware of the fact that in Algonquin Park they possess a unique game preserve and playground extending over some two thousand square miles of forest and lake and river. The highest land in Ontario, it contains the sources of the Muskoka, Madawaska and Petawawa rivers. The breezes which blow across this "roof of Ontario" are renovating and recuperative in their influence upon the human system. The multitudinous lakes and rivers invite the visitors to canoe expeditions in various directions, and the expert angler will find the black bass and trout to his liking.

But the distinguishing and most delightful feature of the park is the wild life with which its forests abound. Under the care of Superintendent Bartlett and his rangers, the deer, beaver, mink, otter and other animals have multiplied exceedingly. Evidently conscious of protection, these woodland peoples have lost much of their wonted shyness, and the lover of nature may with the exercise of a little patience study the habits of these interesting inhabitants of the forest at first hand. The Government is fully justified in so strengthening Mr. Bartlett's hand that he may be able thoroughly to police the entire reserve and to protect its forests from fire and its native animals from the depredations of the trapper and poacher.—*Toronto News*.

### The Canadian Newspaper Directory for 1909

WE have just received from the publishers, A. McKim, Limited, of Montreal and Toronto, a copy of the 1909 Edition of the Canadian Newspaper Directory.

This is the Sixth Edition of this valuable work, which fills a very real need in Canada, and deserves a place on the desk of every business man, whether he is an advertiser or not.

The Canadian Newspaper Directory lists and describes 1,426 periodicals in Canada and Newfoundland. Of these 135 are daily, 1,015 weekly or semi-weekly, 262 monthly or semi-monthly, and 14 are published less frequently. This is a considerable increase over the last edition.

This work contains over 430 pages. It is splendidly bound and is certainly a credit alike to the publishers and to Canadian newspapers generally. Price, \$2.00.

# 2 in 1

## SHOE POLISH

The Perfect Dressing for Ladies' Shoes.

Preserves the finest leather and gives a brilliant polish that will not rub off or soil the daintiest garments.

No dealer careful of his reputation will say anything else is as good.

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### HOTEL

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WATSON & GILLINGHAM

PROPRIETORS

### A Few Remaining Copies

## COUNTRY LIFE IN CANADA FIFTY YEARS AGO

Personal Recollections and Reminiscences of a Sexagenarian. By Canniff Haight. With 12 lithographed plates. 316 pp. Crown 8vo. cloth. Toronto: 1885.....\$2.00

"The author, as we gather from the contents, is by birth, training and predilection, a genuine product of our Canadian soil, and his book is redolent of our bracing Canadian atmosphere from end to end. He has given us, not so much an autobiography as a picture of outdoor and indoor life in the rural districts fifty years ago, and his pages are eminently calculated to kindle many a glowing memory in the hearts of those who are not too old or too busy to have forgotten the days of their youth. The author has evidently written con amore, and it is simple justice to say that his presentation of pioneer times in Upper Canada is more vivid and life-like than anything to be found in the pages of Mrs. Traill, Mrs. Moodie or Major Strickland. The work is embellished with a portrait of the author, and with a series of engravings from original designs, which illustrate the text with much felicity. Their atmosphere is as unmistakably Canadian as that of the letterpress."—THE GLOBE.

Historical Publishing Co.

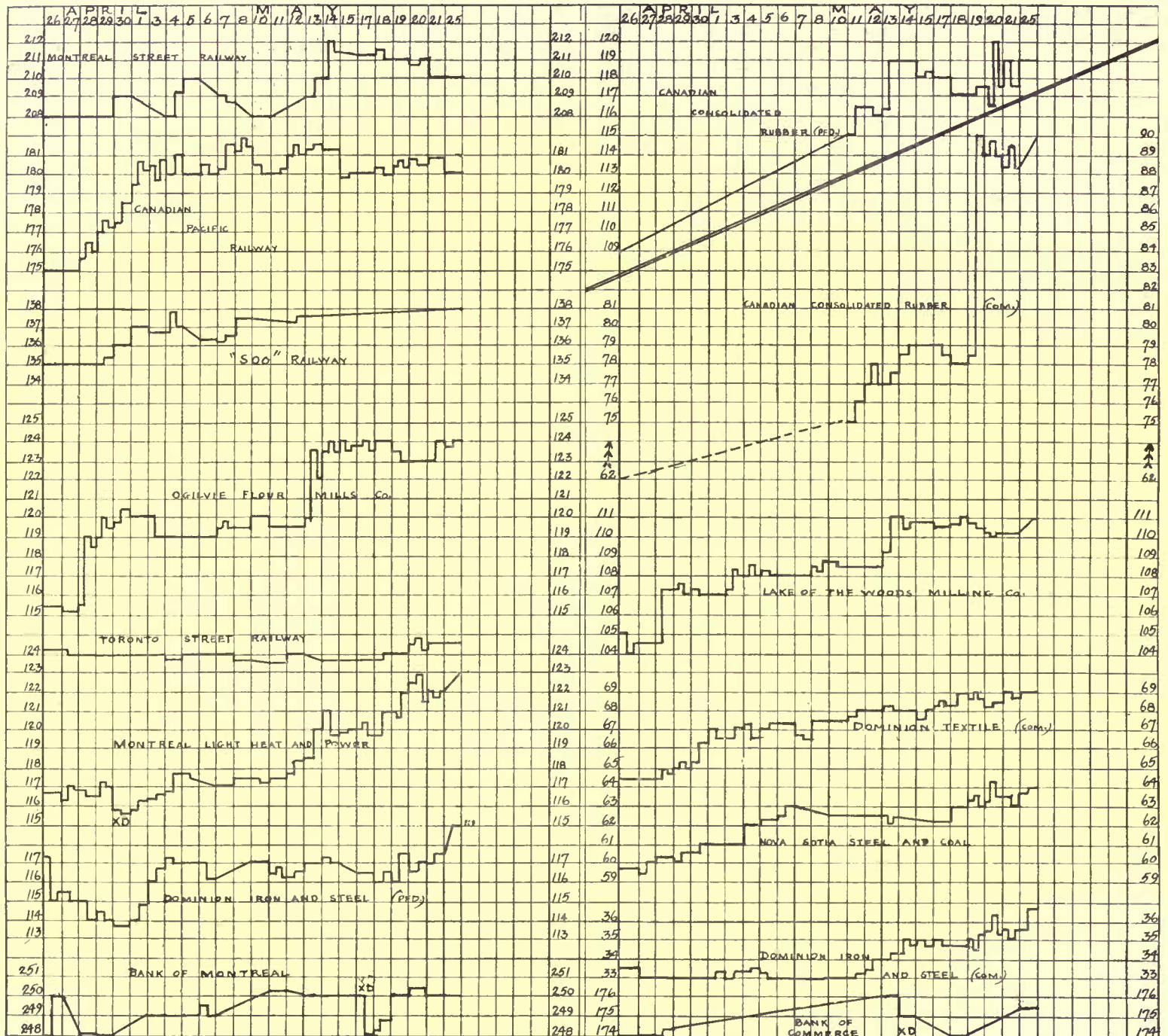
446 Parliament St., Toronto, Ont.



# THE TREND OF THE MARKETS

DURING MAY

A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH



Compiled exclusively for CANADIAN LIFE AND RESOURCES

**Canadian Stocks make progress.** Some notable changes are to be seen when the present record of quotations is compared with the record of a month ago. The marked optimistic sentiment regarding the active stocks on the list, which has been noticeable for several months, continues to produce tangible results in the way of higher quotations. As a matter of fact, though Wall Street has professed to be very bullish on the outlook and though considerable activity in trading has existed there, the Canadian list appears to have made the more satisfactory progress during May. Probably the fact that Canada's outlook is more uniformly favorable is responsible for the better showing of stocks on this side. In the States the position of cotton and winter wheat is not very favorable; while in Canada the agricultural outlook is good all round. The western wheat crop has been put in the ground in reasonably good time, notwithstanding the many delays on account of bad weather, and in the East also most of the crops were planted in plenty of time and under reasonably good conditions.

**Flour milling finds favor.** The flour milling stocks have been prominent in the advance. Both Ogilvies and Lake of the Woods stand considerably above last month's level. Circumstances chiefly responsible therefor have previously been mentioned: general knowledge that they are having a very prosperous season, and general confidence in the excellence of their prospects. It is said that these stocks, in common with several other good industrials, have found a fair investment demand in the United Kingdom. There are some features about the flour milling stocks

which are calculated to favorably impress Old Country investors. One is the fact that they represent an industry indigenous to the country, which is flourishing without any governmental stimulation or assistance.

Securities of the Canadian Consolidated Rubber Co.—common, preferred and the bonds—have also been very strong, scoring notable advances. In this case also profits are known to be good, and, in addition, there is expectancy among the holders of the securities that the United States Rubber Trust will shortly take over the company. Rumors to that effect have been going the rounds.

Montreal Power is another stock showing good gains. Holders are not disturbed over the talk of stronger opposition for the company in the city of Montreal.

**C. P. R. is doing well.**

In an advance based to a considerable extent on improving prospects for Canadian industry and trade, and on the return of actually buoyant expectations and confidence in the western part of the country, it was to be expected that Canadian Pacific would be no laggard. The road has been showing some excellent reports as to gross earnings, and it will undoubtedly have a satisfactory statement to set before the critics in respect to its operations in the fiscal year to end June 30th.

**Iron, "Soo" and Cobalt.**

Dominion Iron securities have been quieter in May. Probably in this case it is relaxation or reaction from the excitement of the preceding months. Officials of the company report that the operations are going forward satisfactorily and



# The Merchants' Bank OF CANADA

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CAPITAL PAID-UP - - - \$6,000,000  
RESERVE FUND & UNDIVIDED PROFITS - - - \$4,400,997

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**BRANCHES AND AGENCIES**

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Chatham	St. Thomas	<b>ALBERTA</b>
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	Toronto	Castor
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Fort William	Williamstown	Mannville
Galt	Windsor	Medicine Hat
Gananoque	Yarker	Okotoks
Georgetown		Olds
Glencoe	<b>QUEBEC</b>	Red Deer
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Lansdowne	" St. Sauveur	Arcola
Leamington	Rigaud	Carnduff
Little Current	Shawville	Gainaboro
London	Sherbrooke	Maple Creek
Lucan	Ste. Agathe des	Melville
Lyndhurst	Monts	Oxbow
Markdale	St. Jerome	Unity
Meaford	St. Johns	Whitewood
Mildmay	St. Jovite	<b>BRITISH</b>
Mitchell	<b>MANITOBA</b>	<b>COLUMBIA</b>
Napanee	Brandon	Vancouver
Oakville	Carberry	Victoria
Orillia	Gladstone	<b>UNITED STATES</b>
Ottawa	Griswold	New York
Owen Sound	Macgregor	63 & 65 Wall St

Agents in Great Britain

ROYAL BANK OF SCOTLAND AND BRANCHES

Head Office, - MONTREAL

that the plants are working near the full capacity. There are indications now that the recent financial re-organization of the "Soo" iron industry is resulting in a much better state of affairs there. The new backers of the company are said to be prepared to provide whatever capital is necessary to put the works on a good basis.

The Cobalt output continues to run along at a rate nearly double last year's. The market for the shares has been somewhat erratic; and it seems to be unable to settle down to the steadiness and stability that would be best calculated to attract high-class investment buying.

H. M. P. Eckardt.

**Oshawa Galvanized Steel Shingles** You can't afford to roof a thing without Oshawa Galvanized Steel Shingles. Good for a hundred years. Send for the free booklet.

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**McGibbon, Casgrain, Mitchell & Surveyer**  
Canada Life Building, Montreal

Advocates, Barristers, &c.

Solicitors for The Royal Bank of Canada, The Sovereign Bank of Canada, The Royal Trust Co., National Trust Co.

## To Subscribers

Since our magazine appeared in its new form we have received many requests from readers for complete sets of back numbers for 1908. We can still fill a few orders at 10c per copy if sent in promptly.

# The Canadian Bank of Commerce

Paid-up Capital, \$10,000,000 Rest, \$6,000,000  
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This Bank transacts every description of Banking Business, including the issue of Travellers' Cheques, Letters of Credit and Drafts on Foreign Countries, and will negotiate or receive for collection bills on any place where there is a bank or banker.

## 5 p.c. POWER BONDS

Dominion Power.  
Hamilton Cataract Power.  
Jamaica Power.  
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All at attractive prices. We invite inquiry.

**W. Graham Browne & Co.**

Dealers in Bonds.  
222 St. James Street, MONTREAL.

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Don't you want to participate in the enormous profits being made in

**Cobalt, Montreal River and Gow Ganda**

**Silver Mines ?**

If so, just drop me a line and I will explain fully about some excellent 10c., 15c. and 25c shares. As good as ever came out of these camps.

**C. C. COTTRELL**

591 St. Catherine Street West MONTREAL, QUE.



A morning glass of

**Abbey's**  
Effer-  
vescent **Salt**

puts you right for the  
whole day. 28

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OTTAWA, Ont.

Renovated throughout. Quiet and homelike.  
Opposite Parliament Buildings. A minute's  
walk from the G. P. O. and Central Depot.  
First-class chef. Terms, \$2 00 up.

A Trial Solicited.

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Devoted exclusively to the care  
and treatment of persons who are  
**LAME, RUPTURED, CRIPPLED**  
**OR DEFORMED.**

Private wards, \$14 to \$20 per week.  
Semi-private wards, \$10 to \$12 per week.

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**Typewriters**—Save 50 per cent to 75 per cent of the regular selling price of all the standard makes of machines by buying a re-built typewriter—nearly the new machine. Send postal today for list, stating make you prefer. TYPE-WRITER CLEARING-HOUSE OF CANADA, 71A St. James Street, MONTREAL.

**We Two in Arcady.**

WHEN we two walked in Arcady  
(How long ago it seems!)  
How thick the branches overhead,  
How soft the grass beneath our tread!  
And thickets where the sun burned red  
Were full of wings astir, my dear,  
When we two walked in Arcady  
Through paths young hearts prefer.

Since we two walked in Arcady  
(How long ago it seems!)  
High hopes have died disconsolate;  
The calm-eyed angel men call Fate  
Stands with drawn sword before the gate  
That shuts out all our dreams, my dear,  
Since we two walked in Arcady  
Beside the crystal streams.

Beyond the woods of Arcady  
The little brooks are dry,  
The brown grass rustles in the heat,  
The roads are rough beneath our feet,  
Above our heads no branches meet.  
And yet, although we sigh, my dear,  
Beyond the woods of Arcady  
We see more of the sky!  
—London Dispatch.

**A Charger's Centenary**

A centenary which has not been noticed is that of the Iron Duke's famous horse, Copenhagen, born in 1808. Copenhagen's resting-place, at Strathfieldsaye, England, is marked by a decent stone, with the following inscription:

"Here Lies

COPENHAGEN,

The Charger Ridden By

The Duke of Wellington

The Entire Day At The

Battle of Waterloo.

Born 1808.

Died 1836.

God's Humbler Instrument, Though  
Meaner Clay,  
Should Share the Glory of that Glorious  
Day."

This world-renowned horse was a grandson of the famous racehorse, Eclipse. He was a dark chesnut, and stood 15 hands high. On his death, in 1836, he was buried with full military honors.—T. P's Weekly.

**The Farm as a Home.**

THE farm is the best place to be born, to be brought up, to live, and to die. Only this much we concede: It is well to travel from it occasionally to avoid falling into monotonous grooves of habit of thought. Travel is an incomparable education to all men, but particularly to the tiller of the soil, who, by reason of the isolation and exacting nature of his occupation, is specially in need of the quickening and broadening influence of personal contact and extended observation. This in no wise controverts the topical thought of the paragraph. Happy is he who, owning a few acres of good soil, is privileged to travel from it now and again, but wise enough to appreciate the blessings his possession affords.—The Farmer's Advocate.

**The Canadian Exposition and Selkirk Centennial.**

THE projected celebration at Winnipeg of the centennial anniversary of the foundation of Red River colony by Lord Selkirk deserves encouragement. The proposed celebration would advertise the country and give to people abroad an idea of its progress and the opportunities it offers to the industrious and enterprising. The city of Winnipeg in itself is a splendid proof of the capabilities of the Canadian West and would attract visitors from far and near. What is seen to-day is but the promise of incalculable future greatness and prosperity.

**Business Men**

**Who Don't "Golf"**

or play Tennis, or take long walks, need

**Fruit-a-tives**  
or Fruit Liver Tablets

These wonderful fruit liver tablets take the place of exercise. They stir up the sluggish liver and keep the bowels as regular as clockwork.

50c. a box—6 for \$2.50, or trial size, 25c. At all dealers, or from Fruit-a-tives Limited, Ottawa, Ont.

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SONS**

The Oldest Wholesale Grocery House  
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GROCERS

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**Canadian  
Express Co.**

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**Grand Trunk System**  
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and other important  
**Rail and Water Routes**

**General Forwarders of  
Merchandise, Valuables, Etc.**

**Special Rates and Facilities  
on business between  
GREAT BRITAIN and CANADA**

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**General Offices, - - Montreal, Que.**

**JAS. BRYCE,**

Vice-President and Manager.



# Canadian Pacific Railway Co.'s

## “EMPRESSES” EMPRESS OF BRITAIN EMPRESS OF IRELAND

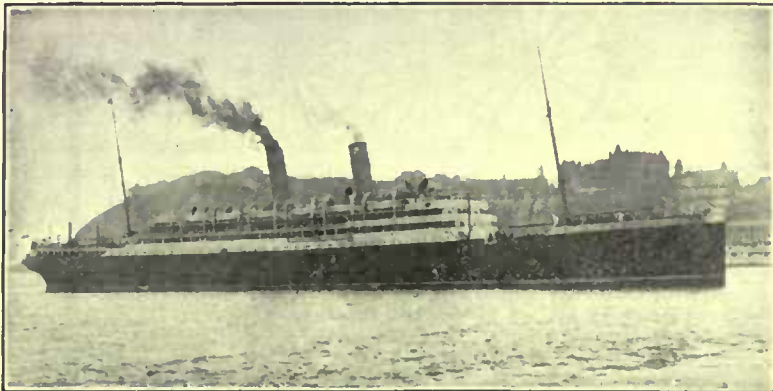
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**ATLANTIC RECORDS**

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**900 MILES IN SHELTERED  
WATERS, AND LESS THAN  
FOUR DAYS AT SEA**



Tickets and information from any Railway or Steamship Agent, or W. G. ANNABLE, General Passenger Agent, Montreal.

## Turbines Allan Line Royal Mail Steamers Turbines

**Montreal and Quebec  
to Liverpool**

### Proposed Summer Sailings—1909

(Subject to change.)

	From LIVERPOOL	STEAMERS	From MONTREAL	From QUEBEC
Thurs. 22 April		CORSICAN	Fri. 7 May 3 00 a.m.	2.00 p.m.
Friday 30 "		*VIRGINIAN	Fri. 14 " 9.00 a.m.	7 30 p.m.
Thurs. 6 May		TUNISIAN	Fri. 21 " 3.00 a.m.	2.00 p.m.
Friday 14 "		*VICTORIAN	Fri. 28 " 9 00 a.m.	7 30 p.m.
Thurs. 20 "		CORSICAN	Fri. 4 June 3.00 a.m.	2 00 p.m.
Friday 28 "		*VIRGINIAN	Fri. 11 " 9.00 a.m.	6.30 p.m.
Thurs. 3 June		TUNISIAN	Fri. 18 " 2.30 a.m.	1 30 p.m.
Friday 11 "		*VICTORIAN	Fri. 25 " 7.00 a.m.	5.00 p.m.
Thurs. 17 "		CORSICAN	Fri. 2 July 2.30 a.m.	1.00 p.m.
Friday 25 "		*VIRGINIAN	Fri. 9 " 6.00 a.m.	5 30 p.m.
Thurs. 1 July		TUNISIAN	Fri. 16 " 3 00 a.m.	1.00 p.m.
Friday 9 "		*VICTORIAN	Fri. 23 " 5 30 a.m.	4 00 p.m.

\*Royal Mail Steamers.

THE Allan Line in announcing their Sailings for 1909, 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.
  2. The Allans were the first to build a steel ocean steamer—Buenos Ayrcan, built in 1881.
  3. The Allans were the first to adopt bilge or side keels, minimising rolling. Now all passenger steamers have adopted this principle.
  4. The Allans were the first to build steamers with covered-in or protected deck. Now they are universal.
  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, Gramplan and Hesperian, aggregating 31,000 tons, making a total tonnage of 175,000 tons.
- The vessels are modern, high-class hotels, are famed for their cuisine, polite attention, good ventilation and absolute cleanliness.
- Time of passage from port to port, 7 to 8 days. For passage apply to any Agent, or

**H. & A. ALLAN, Montreal.**

# WHITE STAR-DOMINION

**Laurentic**  
Triple Screw

**Royal Mail Steamships**

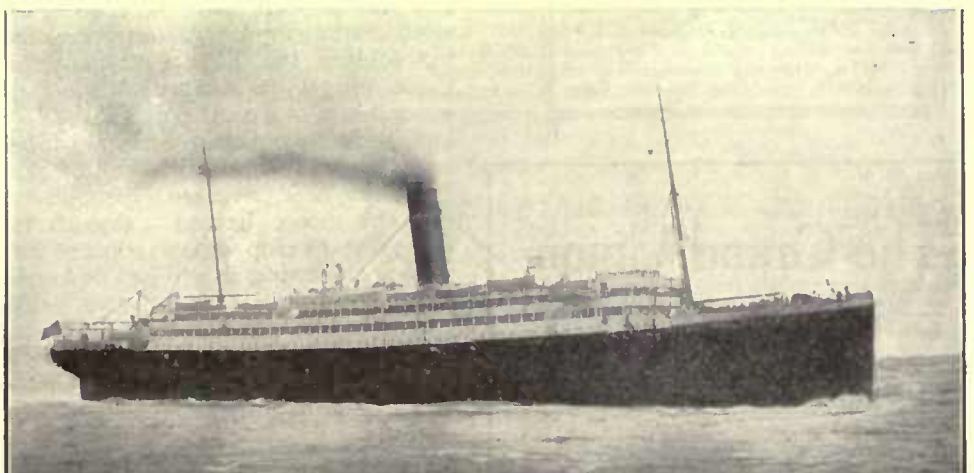
**Megantic**  
Twin Screw

Largest and finest steamers on the St. Lawrence route. Latest production of the ship-builders' art; passenger elevator serving four decks. Every detail of comfort and luxury of present-day travel will be found on these steamers.

### MONTREAL—QUEBEC—LIVERPOOL

CANADA.....	May 8	June 12	July 17
LAURENTIC.....	May 15	June 19	July 24
DOMINION.....	May 22	June 26	July 31
MEGANTIC.....	.....	July 3	Aug. 7
OTTAWA.....	May 29	July 10	Aug. 14
VANCOUVER.....	.....	.....	June 5

The popular steamer "CANADA" is also again scheduled to carry three classes of passengers. While the fast steamer "OTTAWA" and the comfortable steamer "DOMINION," as one-class cabin steamers (called Second Class), are very attractive, at moderate rates. Third Class carried on all steamers. See plans and rates at local agents, or company's offices,



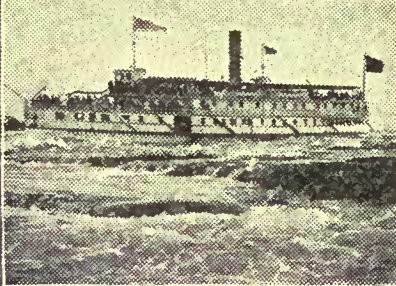
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CUP OF TEA**  
IS OBTAINED  
BY USING  
**"SALADA"**  
Lead Packets Only. At all Grocers

**Quality in Printing**  
pays the manufacturer  
or merchant, it  
**Brings Business**  
No business man can afford to  
issue poorly printed advertising  
matter; it costs as much to dis-  
tribute and goes to the waste-  
paper basket.  
We have always made a  
specialty of  
**Result-bringing Printing**  
**DESBARATS & CO.**  
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NAVIGATION CO.**



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The grandest trip in America for health and  
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Montreal, Quebec and the famed Saguenay  
River, with its stupendous Capes "Trinity"  
and "Eternity."  
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THOS. HENRY, Traffic Manager, Montreal Canada.

**The Grand Union**  
  
The Popular Hotel of Ottawa  
  
JAMES K. PAISLEY, Prop.

**The Tudhope-McIntyre, \$550**

Any man, who  
can afford a  
horse and  
carriage, can  
afford this Tud-  
hope - McIntyre  
Motor Carriage.  
Because this  
\$550 Carriage is  
cheaper than a  
horse and buggy.  
Cheaper in first  
cost and cheaper  
in upkeep.



It is cheaper to feed gasoline to a Tudhope-McIntyre, than to feed  
oats to a horse. This \$550. Motor Carriage runs 30 miles on one gallon  
of gasoline and travels from 3 to 25 miles an hour. 12-14 horse power,  
double cylinder motor and solid rubber tires will carry you up any hill  
—over any road—in any kind of weather. Simple and Safe to operate.  
Complete with Chapman double ball bearing axles, solid rubber tires,  
horn, and three lamps—\$550. (Top with roll front, \$30 extra.)  
Our new 1909 Catalogue shows this and the other  
styles of Motor Vehicles we make. Write for copy. 10

**THE TUDHOPE-McINTYRE CO. Dept. L. R. ORILLIA, Ont.**

**The Moose.**

THE true American elk, commonly  
called the moose (*Alces machlis*), is  
found from New Brunswick westward to  
British Columbia. It is probably as plen-  
tiful in the Maritime Provinces as in any  
part of the northern United States or Can-  
ada. A considerable area of these Prov-  
inces is covered with an undergrowth of  
shrubs and small trees upon which this  
animal subsists. From the smaller of these  
it takes the tender twigs, and from the  
larger it peels the bark. The striped  
maple, often called the moosewood, furn-  
ishes it with an abundance of succulent  
twigs, in winter, in summer it has  
both twigs and leaves. These maples  
sometimes attain a diameter of six or eight  
inches, and from their trunks the bark is  
stripped by the sharp chisel-like teeth of the  
lower jaw of the moose; but it is seldom  
that it is stripped all around the tree, being  
generally removed only from one side. It  
is claimed by some that the sagacity of the  
animal warns it not to completely strip the  
tree, lest it should die; but it is more likely  
that the moose finds it more convenient to  
turn to another tree than to circle around  
the same one. To this bark, which is a  
winter diet, various grasses and plants  
that grow in streams are added in the sum-  
mer, especially the long rootstalks of pond  
lilies. In quest of these plants, which are  
sometimes taken in fully six feet of water,  
the moose swims and wades, and occasion-  
ally reaches so far below the water as to be  
almost submerged. A summer camper-out  
has told me that he has often approached  
these animals in a canoe on their feeding  
grounds in our northern lakes as close as  
almost to touch them at times when the  
head was under water in search of food.

It has been asserted by some writers  
that the moose, having a smooth tongue,  
is unable to crop grasses; but to any one  
who is observant, it will be known that the  
tongue of a horse is quite as smooth as  
that of a moose. These writers would do  
well to remember that both the moose and  
the horse have prehensile upper lips, which  
assist them in gathering the food into their  
mouths.  
Throughout the summer the water  
courses, especially the shallow lakes and  
slow-moving streams, arising in swampy  
forests, are much frequented by these ani-

**READY IN JUNE**  
**THE PEOPLE OF THE PLAINS**  
By AMELIA M. PAGET  
Illustrated. Cloth, \$1.00. A very racy  
and descriptive book on the Indians of the  
Western Plains and of great interest to all  
desirous of knowing more intimately the  
native races of the Dominion.  
  
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mals, as during that season a different variety of food from that upon which they feed in winter may be obtained. During the winter they yard—that is to say, a number of the animals gather together—and have common paths along which they may move freely to secure their food. We must credit these animals with an unusual amount of foresight in yarding on the northern side rather than on the southern side of a crest, for the snow on the latter is much more likely to crust than that on the former, and a crusting of the snow greatly impedes the progress of the moose, thus putting them more in the power of any enemies that might be lurking about.

The moose is the largest animal now existing of the deer family, standing often as high as six feet, and sometimes weighing 1,200 pounds; but notwithstanding its great size, it is very fleet of foot. When brought to bay, a blow with its fore foot or horns is a very serious matter for the huntsman. Often when pursued by man they have their intelligence to thank for their escape, for sometimes, if closely followed, they double in their tracks and stand motionless in some thicket until the hunter has slipped by, when they quickly glide away. At other times they make such a commotion as to unnerve any but an experienced hunter, and thus escape.

The males, only, are provided with antlers, and with these they often deal death to their enemies and rivals. The antlers drop off in early winter, and when the new ones are growing they are apparently very sensitive; so that the females have little to fear from their larger and stronger mates. Moose begin to breed when two or three years old, a single fawn being born the first time, and after that as many as two or three at a time.

The antlers of the male become larger each year until the animal has passed his prime, or has become seriously injured, when the quality deteriorates, and we find antlers much deformed in typical shape and size. From observations made upon the antlers secured from different localities, it would seem that the different places have their different strains of breeds. The antlers in each locality seem to be more or less after one pattern, which makes it appear as though one sire dominates a certain territory.

Numerous cases have been recorded of bull moose having unprovoked, given battle to man, but the peculiar part of this is that we have as yet to hear of a real sportsman being so attacked. Circumstantial evidence goes to prove that these unprovoked attacks are only excuses given for the killing of a moose out of season, or by an unlicensed hunter.

The ungainly body of the little calf moose, perched on long stilt-like legs, presents a ludicrous appearance; but it is an object of the tenderest solicitude on the part of the mother, who will often charge fiercely upon hunters if they approach too near, or try in sport to capture their offspring. A female calf moose once became so tame through being left unmolested that she used to come right up to a camp occupied by a brother of the writer and after a time allowed itself to be photographed in several different positions.

By W. H. Moore in *The Educational Review* of St. John, N. B.

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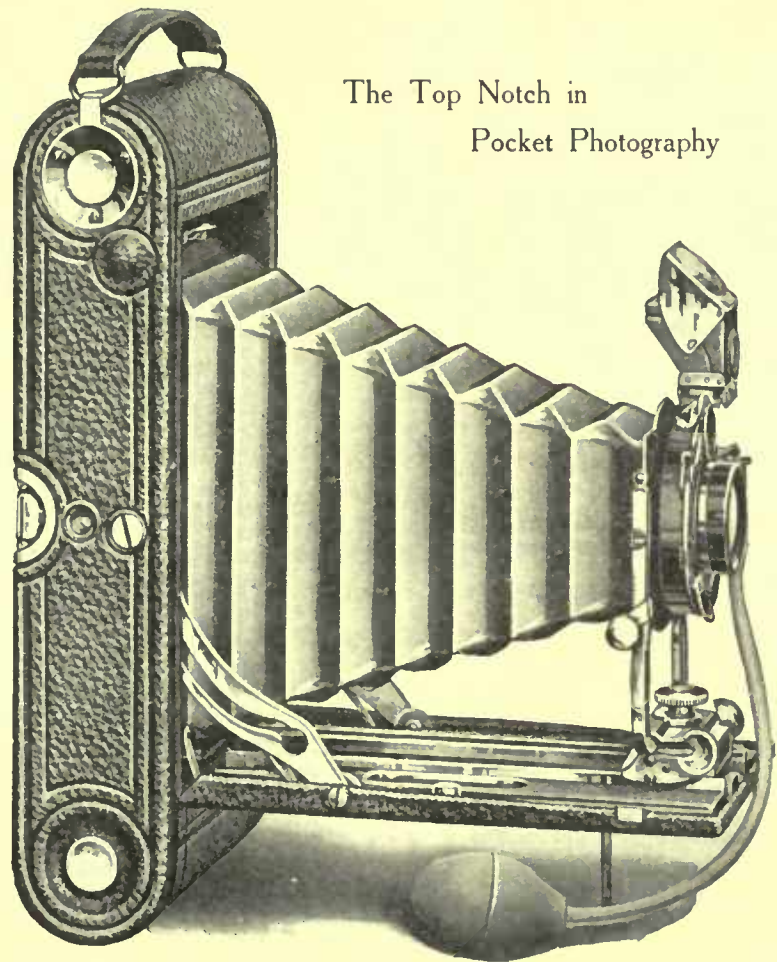
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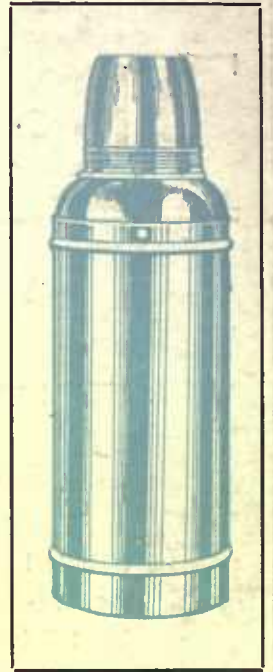
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