

Canadian Life *and* Resources

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An ILLUSTRATED MONTHLY REVIEW showing
the PROGRESS AND POSSIBILITIES of the
DOMINION OF CANADA and of NEWFOUNDLAND.

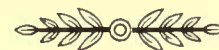
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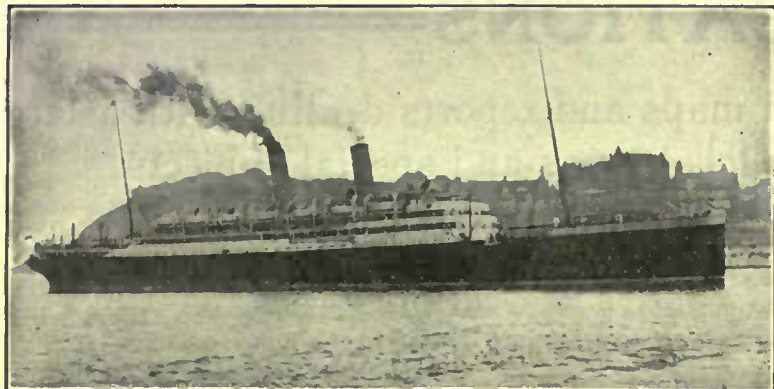
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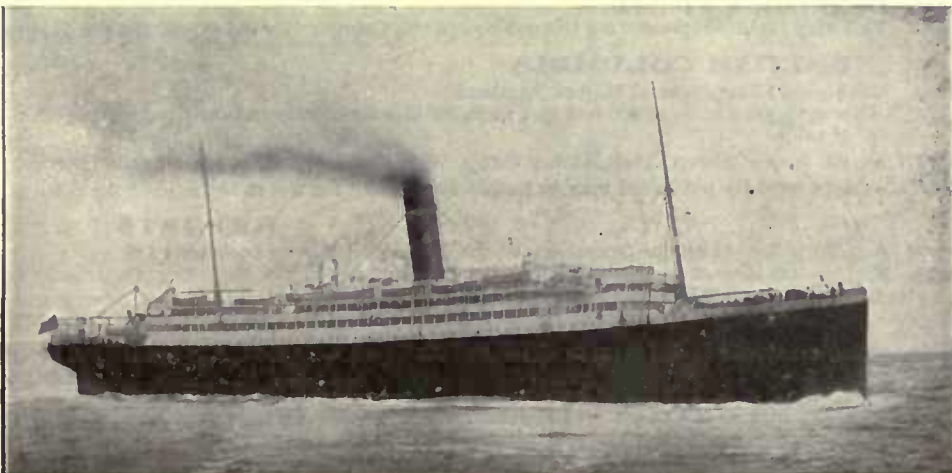
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DEPARTMENT OF MINES—CANADA

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The Geological Survey has published maps and reports dealing with a large part of Canada and with many local areas and special subjects.

MARITIME PROVINCES

The whole of Cape Breton and a large portion of the coal and gold fields of Nova Scotia have been reported upon and mapped on a scale of 1 mile to 1 inch. The remaining portions of the province, together with New Brunswick and Prince Edward Island, have been reported upon, and, in the case of the two latter provinces, mapped on a scale of 4 miles to 1 inch.

QUEBEC

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ONTARIO

A large part of the province of Ontario, more particularly the northern and western portions, has been reported upon and mapped.

THE PRAIRIE PROVINCES

Geological maps and reports have been issued covering the greater part of the provinces of Manitoba, Saskatchewan and Alberta.

BRITISH COLUMBIA

The southern portions of British Columbia, as well as other parts of the province, have been reported upon and mapped.

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Applications should be addressed to THE DIRECTOR, GEOLOGICAL SURVEY, OTTAWA, ONT.

THE FOLLOWING GEOLOGICAL MAPS HAVE RECENTLY BEEN ISSUED :**NOVA SCOTIA**

1019. City of Halifax Sheet.

1025. Waverley Sheet.

The above two sheets belong to the regular series of Nova Scotia map sheets on a scale of one mile to one inch. The first includes Halifax City and Harbor, the second the Waverley Gold District.

ONTARIO

1076. Gowganda Mining Division.

This map besides representing the geology of the Gowganda area, represents the geography of a considerable area to the east and north.

BRITISH COLUMBIA

1002. Geological Sheet, Special Map of Roseland.

This map, on a scale of 400 feet to 1 inch, besides accurately indicating the topographical and cultural features, shows the geology and location of veins.

1074. Sketch Map of Sheep Creek Mining Camp, West Kootenay, B.C., scale 1 mile to 1 inch, by W. H. Boyd.

NOTE.—Maps recently published may be had on linen cloth for use in the field at the price of 10c. per copy.

REPORTS

1072. Summary Report on the Operations of the Geological Survey for year 1908.

1075. Preliminary Report on Gowganda Mining Division, District of Nipissing, Ontario

The Geological Survey, under certain limitations, will give information and advice upon subjects relating to general and economic geology. Mineral specimens, when accompanied by definite statements of localities, will be examined and their nature reported upon

Communications should be addressed to THE DIRECTOR, GEOLOGICAL SURVEY, OTTAWA, CANADA.

PRODUCTION

The mineral production of Canada for the year 1908 is estimated by the Mines Branch of the Department of Mines to have had a value of \$87,323,849. The mineral products include gold, silver, copper, lead, nickel, cobalt, zinc, iron, arsenic, asbestos, chromite, coal, calcium carbide, corundum, feldspar, graphite, grindstones, gypsum, limestone, magnesite, mica, mineral pigments, mineral waters, natural gas, petroleum, phosphate, pyrites, quartz, salt, talc, tripolite, structural materials and clay products.

Our Bureau of Information

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

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

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

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A view of a developed and bearing orchard near Agassiz, British Columbia



Looking up the track of the Canadian Pacific Railway in Roger's Pass, through the Selkirk Mountains, British Columbia.



Vol. VII. NEW SERIES No. 9 Montreal, September, 1909

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THE STORY OF THE MONTH

A SUMMARY OF CANADIAN AFFAIRS

AT HOME.

IN Government circles August was largely a month of travel and holiday-making. In many instances business was combined with pleasure, part of the business being the obtaining at first hand of information respecting the resources and development of the newer parts of the country. A Cabinet Minister can never be too well informed respecting the country whose affairs he assists in administering. After a busy and very arduous year, in which there were a general election and a strenuous session of Parliament, the Prime Minister went down to his old home at Arthabaskaville, Que., for a few weeks amid the scenes of early life and then he spent a couple of weeks up the St. Maurice River. Three of his colleagues, Mr. Murphy, Mr. Pugsley and Mr. Fisher, toured the West seeing for themselves how rapidly the new Canada is coming on and inspecting the various public works being constructed there and coming under the jurisdiction of their respective departments. Mr. Fisher addressed a number of gatherings. Speaking at Moose Jaw, Sask., he reminded his hearers that where the platform stood from which he was speaking was, at his former visit fifteen years before, an open prairie. Now it was the centre of a bustling city. In speaking of Imperial affairs he said that Canada could most effectually help the Empire by making herself strong and rich. This could be best done by filling up the vacant land, which was fast being accomplished. "I venture this assertion," said Mr. Fisher, "that at the next census, 1911, Canada's population will be eight millions." Sir Frederick Borden and Mr. Brodeur were engaged in London with the Imperial Defence Conference, the results of whose deliberations are only now being in part made public.

All the members of the Government will shortly be in Ottawa again disposing of accumulated business and preparing for the approaching session of Parliament which, it is expected, will open early in November.

THE Government of the Province of Ontario has taken the momentous decision to sell the Gillies Mine limits. This is the mine which the Premier announced was to be operated by the Government for the benefit of the Province. It is now officially announced that the mine is to be sold and that Mr. Thomas W. Gibson, Deputy Minister of Mines, after a conference with the Hon. Frank Cochrane, is preparing an official prospectus of the exact condition of the mine, its operations and the results attained, which will be placed at the disposal of prospective purchasers.

THE revenue of the Dominion for the first four months of the fiscal year exceeded the revenue of the corresponding period in 1908 by about four and a half millions. Up to July 31st the revenue was \$30,030,311, while last year it was \$25,

502,299. For the month of July the revenue receipts were \$8,437,438 as against \$6,663,460 in July, 1908, an increase of \$1,774,078. The expenditure on consolidated account for the four months has been \$20,785,426, while the expenditure on capital



James Cosgrave, champion amateur sculler of Canada.

account to July 31st was \$6,427,221. The public debt was increased by five and a half millions during the month, which was a million dollars less than for the corresponding period last year. If the revenue continues to increase at the present rate there should be by the end of the fiscal year a betterment of from fourteen to fifteen millions over that of 1908.

AMONG the athletes August was a busy month both on land and water. One of the most

interesting events was the annual regatta of the Amateur Oarsmen's Association, which has been given the name of the "Canadian Henley," held at St. Catharines, Ont. All of the leading aquatic organizations of the Dominion were represented and also several in the United States. The regatta was a marked success. One of the most exciting events was the senior single sculling race for the amateur championship of Canada, won by James Cosgrave of the Argonaut Rowing Club of Toronto, who by five lengths defeated one Canadian and two American competitors. The Ottawa Rowing Club won a number of prizes, one being that for the senior fours. A few days later Cosgrave competed at the American regatta held at Detroit, but suffered defeat at the hands of a fellow-Canadian, John W. O'Neill of Halifax, who also defeated the best American scullers and won the amateur single-sculling championship. Many other prizes at the American regatta were also won by Canadian oarsmen.

THE lawn tennis honors of Canada were easily gathered by Mrs. J. F. Hannam, lately of England but now of Toronto. She now holds the Canadian championship for lady tennis players. Mrs. Hannam's strongest play is her forearm drive; she hits with great severity to the baseline, corners and sidelines, and her accuracy and control of the ball are remarkable. She is equally good with her backhand cross court hits which win her many points.

IN speaking before the Canadian Club of St. John, N. B., on August 18th, the Hon. James Bryce, British Ambassador to the United States, said: "I want to state emphatically that the full self-government which the great dominions enjoy is recognized by Great Britain as much as by you to be one of the most effective methods for securing both your own welfare and the sense of imperial unity which binds together you and us."



The Canadian Henley—The finish of the Junior Eight race, won by the Argonauts of Toronto, Detroit second.

The other is that any and every effort which you and the other great dominions may feel disposed to make towards the common defence of the Empire would be welcomed by us, not only as a help towards securing the safety of each territory, and in these efforts there is no set kind of aggression, for our relations with all the great nations are friendly, but also as an evidence of that feeling of common patriotism and devotion for a high purpose which animates us all."

THE farmer holds the key of the wheat situation, said Mr. Robert Meighen of Montreal. He is at the head of one of the largest flour milling companies in Canada and, therefore, studies the wheat market very closely. Mr. Meighen said: "If our company purchases cheap wheat, our competitive millers will do the same and put their flour on the market at an equally low price. If a high price is ruling for wheat they expect to get a corresponding price for their flour. Regarding the market value of wheat at the present time, that depends entirely on the action of the farmer at the end of his harvest. If the farmers in the United States and the Canadian West rush their wheat to the market as soon as threshed wheat prices may recede for the time being, yet I am of the opinion that if they are moderate in their deliveries they will very likely receive a higher price later on."

JOSEPH FREDERICK WHITEAVES, palaeontologist and assistant-director of the Geological Survey, and one of the foremost authorities in the world in his own line of science, died in Ottawa on August 9th, aged 74 years. He was born in Oxford, England, and was educated in London, devoting himself specially to science. He came to Canada in 1861. Five deep-sea dredging expeditions to the Gulf of St. Lawrence were prosecuted under his charge, the last three in 1861, 1872 and 1873, being under the auspices of the Department of Marine and Fisheries. The results of his investigations were published in the Canadian Naturalist, and the American Journal of Science and Arts. In 1875 the late Mr. Whiteaves joined the Geological Survey.

THE contract for the construction of the second section of the Grand Trunk Pacific Railway east of Prince Rupert, and extending from Copper River to Aldermere, a distance of 140 miles, was let. This leaves a gap of less than 500 miles, and contracts for this may be let before the end of the year. The new contract is for approximately \$10,000,000. There are several long tunnels, one a half-mile in length. The line will cross the Skeena River by a cantilever bridge sixteen miles below Hazelton, B.C.

AFTER an absence of two months, spent in Great Britain and in Continental Europe, the Hon. Frank Oliver, Minister of the Interior, returned to Ottawa on August 19th. His visit to the Old Country was for the purpose of studying emigration questions and personally inspecting the work of the agents of his department. He states that interest in Canada is steadily developing and becoming of a more intelligent character. Not so many emigrants are leaving as was the case a few years ago, but what is lost in quantity is made up in quality. "I came over with four hundred of them," he remarked, "and there was very little to distinguish the third from the first class." Englishmen coming to Canada now, the Minister states, are principally from the country and provincial towns. The Scotch are sending out a good class. From Ireland the outlook is not so favorable. The people in the South particularly are inclined to go to the United States. There is a fairly good prospect for Belgian immigration, but the Frenchman is disposed to stay at home. Restrictions by Germany are keeping its people from leaving. Really the best outlook is now afforded by Belgium, Holland and Scandinavia in addition to the British Isles. The best help to the country is the satisfied settler writing home. Mr. Oliver says Canada now has to compete with Australia and New Zealand, which have a definite policy of assisted immigration. The restrictions adopted by Canada are none

too popular, but the protests are gradually subsiding.

THE harvest now being gathered from the grain fields of Western Canada promises to be abundant and of excellent quality. The cutting of the wheat commenced early, the weather was



John W. O'Neill of Halifax, N.S., who won the American amateur sculling championship at Detroit.

favorable, but in some districts there was a scarcity of harvest hands, although a large number of men went from the East to work in the prairie grain fields. The Canadian Bank of Commerce secured crop reports from 390 districts throughout the three Western Provinces and from these reports a conservative estimate of the crop has been made. The report says: "Allowing reasonable percentages for further depreciation and damage to the crop from various causes, such as rain, heat, hail, etc., we estimate the total yield for the three Western Provinces in wheat, oats and barley as follows: Wheat, 113,979,336 bushels; oats, 157,537,750; barley, 24,324,648." According to prevailing prices it is estimated that this grain crop will have a value of almost one hundred and fifty-eight million dollars. The Hon. Sidney A. Fisher, Federal Minister of Agriculture, who has been making a tour of the



Mrs. J. F. Hannam, the champion lady tennis player of Canada.

West, in speaking at Calgary on August 20th of what he had seen on his tour, said: "I have seen almost impossible crops throughout the West this

year. Great stands of grain are seen everywhere and in a few weeks all will be safely harvested." The first portion of the wheat crop to go to market was that sold at Elgin, Man., on August 20th. It graded No. 1 Northern.

ABROAD

JAMES Shaw Maxwell, senior magistrate of Glasgow, Scotland, who is making an extensive tour of the United States and Canada, arrived in New York recently after visiting several Canadian and United States cities. Coming as he does from the birthplace of municipal ownership, Baillie Maxwell professes surprise that the citizens of large municipalities are not more interested in that problem. "From what I have already observed," he said, "Canadian cities are far ahead of those in the United States in many respects. They appear to be better regulated and are kept cleaner."

RESPECTING the Canadian bounty on steel, the Glasgow Herald has asked the grave question, "Is it right from an Imperial view-point that Canada should grant bounties on the production of material exported in competition with the Mother Country? Is it right that bountied Canadian iron should be shipped even to the Mother Country if it is to be there sold against British iron? This question of bounties on manufacturers within the Empire will have to be fought out. It should be one of the subjects taken up with earnestness at the next Imperial conference."

MR. John Pike, who has a small holding at East Lxham, England, has been conducting interesting experiments with cereals. A friend in Canada sent him a few ears of corn, from which in 1907 he planted. He also sowed 78 selected grains of barley, and from the resulting crop he has now half an acre of some of the finest barley ever seen in the district and some of the largest ears of corn. Some single grains he planted are this year each yielding over twelve ears of fine corn. He also experimented with Canadian wheat and oats.

THE new United States Customs tariff, which was adopted by Congress early in August, will have little immediate effect on Canadian trade. Agricultural products carry generally the same duties as were imposed by the Dingley Bill, and it was effective in reducing imports from Canada. There have been some reductions in the duties on meats, but they have been left so high that the change will make no appreciable difference. Hides have been made free, which will be of some local advantage. The rates on rough lumber have been cut from \$2 to \$1.25 per thousand feet with proportionate reductions in the case of the more or less finished article. This will be an advantage to the U. S. buyer probably as much as to the Canadian seller, as for the class of lumber generally in use in the Northern States Canada is the one outside market they have always relied on, and it is doubtful if the change will at all effect the quantity of the exports. Mechanically ground wood pulp is made free, under certain conditions.

THE Imperial Defence Conference, sitting in London behind closed doors and at which Canada was represented by Sir Frederick Borden and the Hon. I. P. Brodeur, concluded its labors during the third week of August. A full report of the conclusions at which the conference arrived had not been published at the time of writing but a statement had been given out indicating the general lines of the scheme adopted. In accordance with this scheme Canada will at once begin the formation of a nucleus of a navy on the lines suggested two years ago by Sir John Fisher. The scheme as adopted is described as highly satisfactory to both parties. It is stated that Canada will immediately commence to build a new navy. It was also announced that the British Admiralty has lent to Canada a number of naval officers who shortly will proceed to the Dominion and advise on the work of organizing the new Canadian navy in accordance with the plan agreed upon with the Canadian delegates. The British Government is awaiting ratification by the Canadian Parliament of the decisions reached, and it is understood that the work will begin as soon as this is given.

OUR POINT OF VIEW

CANADA at last is to provide for her own naval defence and by so doing to relieve Great Britain of a portion of the burden she has long carried in protecting the shores and harbors of the distant portions of the Empire. By having ships of war of her own, probably at first purchased in Great Britain, but subsequently built in Canadian dockyards, and manned by Canadians, Canada will be doing more than lightening the load of the British Admiralty. She will be exhibiting a spirit worthy of a young and prosperous nation, a spirit that will tend to increase respect at home and abroad, that will emphasize in the strongest manner possible her faith in the future of larger things that lies before her, and that should at the same time have a steadying effect upon the public mind, reminding our people that privileges entail responsibilities and that one of the essentials of sturdiness of character is self-reliance. The conclusions reached by the Imperial Defence Conference have not, at the time of writing, been made public in all their detail; but the general purport of these conclusions has been announced, and it shows that the policy agreed upon is practically the policy advocated in these pages during the past three or four years. "To be wise after the facts" is not difficult, but with respect to this most important matter we have the satisfaction of feeling that we were in advance, and that the course decided upon was the one we pointed out long ago and which we have persistently kept before the people.



THE agreement entered into in London, or, at least, the understanding reached, may be assumed to have the approval of the Federal Cabinet, for the Canadian delegates no doubt kept within the lines laid down for their guidance before setting out on their important mission. But that agreement must next be ratified by Parliament, which will not meet until November. That such ratification will be obtained is practically certain. The resolution respecting naval defence, introduced last session, was carried by a unanimous vote, and possibly the ratification of the agreement entered into at the Conference will receive equally hearty and undivided support, for the agreement is only the giving of effect to a policy of which the resolution was the declaration. But these matters, necessary as they are, are only preliminaries; and once they have been disposed of the time for deliberation will have passed and the time for action will be at hand. Here is where diligence and energy must be shown, for it is a matter in which time is an essential. It has been pointed out many times in these columns, as it has been pointed out in most of the leading newspapers of the Old Country and in many of this country too, that there is a possibility of Great Britain's naval supremacy being put to the test in the very near future—not necessarily by war but by the growth of other naval powers to such a point that not only the shores of the British Isles but also the shores of every British possession on the globe might be vulnerable and that British commerce the world over, whether Canadian or Australian or South African, would then sail the high seas with a sense of less security than has been experienced during a hundred years or more. If, therefore, the policy Canada has adopted with the approval of the home authorities is to accomplish its purpose, if this Dominion is to better prepare itself to hold what it has and by so doing not only protect itself but also assist Great Britain in maintaining the integrity of the Empire, that policy must be prosecuted with energy, with all possible speed and all possible wisdom. In the construction of great works for the developing of the country, especially in the building of transcontinental railways, the Canadian people pride themselves on the enterprise they have shown in launching such gigantic undertakings and on the speed with which these have been carried to completion. In the matter of providing home defence let them now exhibit equal zeal and energy.

AS the farmers of the Canadian West read the newspapers published during July and August, and especially those published in Eastern Canada in which lengthy crop estimates, based on data collected at great expense and trouble, are given prominent positions on the front pages, they can readily be pardoned if pride swells their hearts; and they should arrive at something like an adequate understanding of their importance in the national life of the Dominion. They cannot fail to see that they enjoy the most sincere good wishes of their fellow Canadians, for during the past ten years it has come to this—that in their hands has been placed the key of Canadian prosperity. If their grain fields should not yield abundantly every interest in the country would suffer severely, in fact so severely that abundance in other quarters could not wholly mend matters. On the other hand if early autumn fills their granaries to overflowing the foundation of another prosperous year has been laid and good times reign throughout the land. During the past three weeks the prairies have been shorn of their wheat and the other coarser grains are fast being harvested. The yield is fairly well up to expectations and of wheat alone it will amount to considerably more than one hundred million bushels. Expressed in money the total grain crop of the West will, at prevailing market rates, have a value of over one hundred and fifty million dollars. Judging from the thrift and prudence displayed in the past by the western farmers it is certain that they will make wise use of such portion of this huge sum as will come to them in the form of ready cash. They will use it to consolidate their position, to wipe out liabilities, to improve their farms, increase their home comforts and put something aside for the proverbial rainy day. This abundance in the West should beneficially affect almost every line of trade and industry throughout the country for big crops mean more work, more money and better times. But this country is not the only one favored with bountiful harvests for this seems to be a year of plenty in most of the food-producing quarters of the globe. The crop analysis of the United States shows that more grain than ever before grown to maturity in a single year has been harvested there this season, and according to the estimate of the *London Economist* the world's wheat supply will be about one hundred and seventy-five million bushels greater this year than it was in the year 1908. Of all this world-wide prosperity Canada is going to have her share.



WHATEVER makes for better conditions in municipal government, for honesty and efficiency, for a fuller recognition of the principles that tend to good citizenship and for a wise and persistent application of the same, is deserving of serious consideration. The bringing about of such conditions is the primary purpose of the League of American Municipalities whose annual convention was held in Montreal last week, and whose work is, therefore, so deserving of support. Of the three governments under which practically all the people of this continent live—the federal, the provincial or state and the municipal—it is the latter with which they come most directly and continuously in contact, which has most to do with the comforts and conveniences of life, and for whose maintenance they have to make the largest contributions, and yet as a rule it is the one with respect to which they show the most indifference. Such gatherings as the recent convention tend to rouse the electorate from that indifference so fatal to good government. Eternal vigilance, it is said, is the price of liberty. It is also the price of efficiency and in public affairs of honesty too. What is everybody's business works out to be nobody's, and when a large body of the citizens are indifferent to the workings of their municipal government a class of men comes forward that easily obtains control and uses power for personal gain.

DEVELOPMENT ON THE EASTERN SLOPE OF THE ROCKY MOUNTAINS

(Written for CANADIAN LIFE AND RESOURCES by H. R. MACMILLAN, Assistant Inspector of Forest Reserves.)

ARTICLES descriptive of the wealth and attractions of the Canadian West have given much space to the prairie land and the Northland, but have frequently omitted any discussion of the value of the Eastern Slope of the Rocky Mountains. The territory known as the Eastern Slope is a strip



A ranch on a stream bottom in the valley of the Old Man River, Alta.

along the western margin of Alberta, extending from the International Boundary northward and including all land between the high, rolling prairies and the interprovincial boundary, a strip which begins at the southern extremity with a breadth of thirty miles and widens northward until in the latitude of Edmonton it has reached a width of nearly sixty miles. This belt of 8,200 square miles rises from the prairies to the summit of the Continental Divide in a series of undulating ridges, the lower and most easterly of which, grass-covered and rounded, constitute the foothills, while the higher and most westerly, forest-clad and snow-peaked, form the rugged back-bone of the Rocky Mountains.

The Eastern Slope has not been thickly settled or extensively exploited, because it is not agricultural land. The higher mountain slopes are too steep and bare of soil to permit grazing and the lower valleys too limited in area to support a population depending on range cattle. The cultivation of crops is practicable in very small areas along stream bottoms, where the presence of mining towns creates a good market. Profitable farming will always be the exception rather than the rule between the foothills and the summit of the Rocky Mountains.

The wealth of the Eastern Slope is in such form that it has required capital for its development. The two greatest assets of the territory are timber and coal, neither of which in the West is a pioneer industry, but both of which are best and most profitably developed after the settlement of the great plains has created a demand for fuel and building material.

The Eastern Slope of the Rockies was originally heavily timbered from the lowest and broadest valleys to the timber line with Engelmann spruce, Lodgepole pine and Douglas fir, which



Tipple and coke ovens at Coleman, Alberta. Daily output, 2,000 tons.

densely covered hundreds of square miles, the trees reaching a maximum diameter of three feet and a height of 110 feet. The coming of travellers, railways and settlers spelled doom for the forest. Forest fires destroyed the mature timber, then the young trees which naturally followed to establish a new forest, and in exposed situations repeated fires destroyed timber, reproduction of timber, herbage and soil and left exposed the bare rock. The extent of damage by fire over the whole Eastern Slope is not known, but investigations in the Crow's Nest Valley, Alberta, by the Forestry Branch reveal the fact that only 16 per cent of the timber remains unburned, that 34 per cent has been burned over and is coming up with a new crop, while 50 per cent has been burned repeatedly until rock or a bare, sterile soil remains exposed. In the valley of the middle fork of the Old Man River it is estimated that 570,000,000 feet of mature timber has been destroyed by fire.

Fortunately not all the timber has been destroyed. At the headwaters of all the larger streams from the Old Man River north to the McLeod are bodies of good spruce and pine, which have been staked and are being held by various companies until they shall become accessible, to aid in the development of the



Spruce timber in the Crow's Nest Valley, Alberta.

West. The total quantity of timber thus held under license is probably over three billion board feet. Sawmills operating now in Edmonton, Calgary and Blairmore cut yearly about forty million feet of lumber.

For every thousand feet of lumber cut there is a wage and supply bill of about ten dollars. It is thus apparent that in the remaining timber on the Eastern Slope there is a resource which, if protected from fire and so managed as to be perpetuated, will be of the greatest importance in the development of the West.

The coal fields of the Eastern Slope are now in their infancy. Between the main line of the Canadian Pacific Railway and the International Boundary large areas of land are held under coal mining license. The most accessible locations are now being developed or worked, but in the remainder, which forms the greater part of the coal area, only a few seams have been located, and upon these alone, disregarding future discoveries, an optimist can imagine unlimited activities in the future. One of the greatest needs of the plains in a few years will be fuel. In the Crow's Nest Valley, in Alberta alone, the Geological Survey has mapped an area of 250 square miles in which it is estimated there are twenty-two and one-half billion tons of coal. On this field there

are now seven mines operating, most of which are in the early stages of development. North of the main line of the Canadian Pacific a lack of railways has delayed mineral discoveries. The greater part of the country has not yet been closely prospected, but during the last few years coal claims have been staked on the upper tributaries of the McLeod and other streams, which will, with the construction of the Grand Trunk Pacific Railway, become accessible.

There have been many attempts, some of which have been rewarded with promising indications, to secure oil and gas in paying quantities within the foothills of the Rockies. One of the most pretentious prospects was that which, near the Waterton Lakes, drilled several wells, struck oil and established Oil City, a town which may yet be seen on the map and which, for a few months, figured in the Post Office Guide, but which is now awaiting inhabitants. There are yet no paying oil or gas wells on the Eastern Slope, but the indications are encouraging prospectors and it is quite possible that some of the companies which, during the past few summers have been operating southwest of Pincher Creek and northwest of Edmonton, may strike oil.

The Eastern Slope will aid in the settlement and development of the plains by the production of water as well as coal and wood. If the prairie farmer has coal, lumber and water near at hand he can grow or can afford to import everything else he needs. All of the water flowing through the rivers of the semi-arid region has its origin in streams arising in the forested or



Burned-over valley land on the Eastern Slope, once heavily timbered and it would yet grow trees.

semi-forested drainage basins of that region. Over 98 per cent of the water, according to stream measurements by the Forestry and Irrigation Branch, arises on the Eastern Slope of the Rocky Mountains. There are fifty-nine million acres of land in the semi-arid region of the Canadian West which will profit by irrigation. The total available water supply under present conditions of flow will only irrigate 1.5 per cent of this area; if the flow were distributed evenly over the summer it would irrigate 15 per cent of the irrigable land. The flow of the water in the prairie streams—those used for irrigation—is governed by the forests of their drainage basins. Stream measurements and observations have shown that the mountain streams during the early irrigation season are largely supplied by melting snow and that the snow remains longer in the season and melts more evenly under timber than in the open. In the forest the water soaks gradually through the soft ground-cover; on the hard, burned-over rocks and soils there is nothing to soak up the water and it runs off rapidly. The forest thus reduces the violent fluctuations of the waterflow and secures a greater flow of water throughout the irrigation season when it is most needed.

Development on the Eastern Slope of the Rockies will add greatly to the direct wealth of the region, but it will add as much indirectly to Western Canadian progress by furnishing the people of the plains with accessible coal, possibly with cheap oil and gas, and with lumber upon which high freight rates will be unnecessary. Conservative management of the forest, by the pro-

tection of the slope from fire and the encouragement of natural reproduction of the timber, in its effect upon the water supply, will enable the residents of the large semi-arid region to bring



The result of a few years of irrigation on a treeless plain.

under profitable cultivation several million acres which must otherwise, through lack of water, remain grazing land.

At the Western Canada Irrigation Convention held recently in Lethbridge, Alta., the subject discussed in this article was taken up and it was decided to ask the Federal Government to set aside the whole of the Eastern Slope for a forest reserve "in order to save the rivers of Alberta."

This important matter will be one of the subjects dealt with at the special general meeting of the Canadian Forestry Association which is being held in Regina, Sask., on the 3rd and 4th of the present month. According to the official announcement "the subjects dealt with will refer particularly to conditions in the Prairie Provinces and will embrace tree planting on the Eastern and Western sections of the prairies, forest reserves, game protection, growing wood for fuel and for windbreaks, the relation of forests to the conservation of moisture, etc."

The importance of forestry to the entire country is clearly stated by the following extract from the literature distributed by the Association: "The revenue received from the forests by federal and provincial governments in Canada exceeds \$4,500,000 per year, relieving taxpayers to that extent, while the aggregate trade in forest products, home and export, is estimated at \$100,000,000. Many lines of manufacture and transportation are dependent upon the forests, while there are the great interests involved in furs, game and tourist travel. The loss of the forests would cripple the whole country."



A wood-camp in a western prairie forest.



A view of the western portion of Montreal as seen from the top of Mount Royal, showing part of the Victoria Jubilee bridge and the south shore of the St. Lawrence.

SOME MONTREAL LANDMARKS



Nelson's Monument on Jacques Cartier Square.

few cities on this continent surpass Montreal in situation; perhaps in no other is there such a pleasing mingling of the historical past with the present of larger things and a busier life. Her wharves reach out into the noble St. Lawrence, the great waterway to the interior of North America and which forms the entire front of the city. From the river-front the land extends westward in a succession of terraces, and on these the city is built, substantial, handsome, imposing. In the rear rises Mount Royal, covered with trees, and in summer a mass of dense foliage. From its top is obtained a view so grand and charming that once seen it is never forgotten. At the spectator's feet lies the commercial metropolis of Canada, one of the old and also one of the larger cities of the continent, its residential quarters embellished with trees, its commercial and industrial sections adorned with stately buildings of stone, its wharves lined with vessels from the Great Lakes and ships from across the sea. In two directions as far as the eye can see stretches the broad expanse of the St. Lawrence, and beyond the river one looks over a prairie-like country dotted with farm-houses and fading away in the distance against the green hills and mountains along the southern frontier. To the

west can be seen the shimmering waters of the Ottawa, which there join the St. Lawrence and also skirt one side of the island on which the city stands. The Laurentian Mountains form the sky-line to the north.

The commercial advantages of the situation were recognized by the French merchants of the pioneer days, who established a trading-post here to which the Indians of the West could bring their furs, travelling to and fro by the two great rivers which here unite and which then formed the only practicable means of transportation through the wilderness. A large part of the modern commerce of the northern half of the continent still follows the same routes and concentrates upon the same spot. It has made Montreal one of the leading grain exporting ports of



The Church of Notre Dame de Bonsecours, one of the oldest in Canada.

North America, the largest city of the Dominion, the centre of its financial interests and the seat of many of its leading industries. Behind Montreal there are almost three centuries of history, many periods of which are crowded with events that had to do with the making of Canada—the early, struggling period when Montreal was but an outpost on the edge of the great western wilderness with hostile Indians lurking almost daily at its very gates; the period of the old regime when its short and narrow streets were from time to time bustling with soldiers mustering for Indian wars or with fur-traders setting out for distant parts; the period when the country changed its allegiance, when Amherst's army held the heights behind the city and received from Vaudreuil the surrender of New France; the period of the Revolutionary War when Montgomery's troops were in possession and Benjamin Franklin was publishing proclamations calling upon the Canadians to desert the British cause; the period of the War of 1812-14 when, during several campaigns, Montreal was the enemy's desired but never reached goal. Then followed

years of peace and growth, bringing in time the steamboat and



The Chateau de Ramezay, at one time the residence of the Governors of Montreal.

sided there. It is now a museum and is well worth a visit.

A short distance east of the Chateau and quite close to the harbor is another old landmark, the Church of Notre Dame de Bonsecours. In 1657 a wooden chapel was erected here and part of its foundation remains to this day. The site was given by Maisonneuve, the founder of Montreal, and the first church was built by order of Sister Marie Bourgeoys, the first schoolmistress of Montreal.

The Place d'Armes is in the very heart of the business quarter of the city and around it are the banks and other financial institutions that during the past fifteen years have almost wholly taken possession of this section. In the centre of the square stands the statue of Maisonneuve, designed by a Canadian sculptor, Louis Hebert.

Facing the square on the south is the Parish Church, Notre Dame de Montreal, from the top of whose lofty Gothic towers a grand view can be obtained. Adjoining the church is the Seminary of St. Sulpice, erected in 1710. It is a branch of the Seminary at Paris. The Sulpicians are the original landlords of Montreal for to them was granted the island in 1663 under the charge "of keeping up church services and providing for education." In describing the old Seminary the early French-Canadian historian, Charlevoix, wrote that it is "a stately, great and pleasant house, built of free-stone, after the model of that of St. Sulpice at Paris; and the altar stands by itself, just like that at Paris."

A little to the west on Notre Dame Street stands the old Forretier House with solid walls of rough masonry. Here for a time, during the early part of the winter of 1775, resided General Montgomery, the Revolutionary soldier who captured Montreal but lost his life on the closing day of that year while



The monument of Maisonneuve in the Place d'Armes, the centre of the business quarter.

the steamship; the steam and the electric railway and commercial and industrial expansion. The last decade has been marked by great changes and whole streets have taken on a new aspect. Many of the old landmarks have disappeared, but fortunately some remain, holding their own against the encroachments of the twentieth century life. To the thousands of visitors called "back to Montreal" by the festivities of "Old Home Week," no sights will be more welcome than these remnants of the past, which also interest thousands of visitors who each season spend a part of their holidays here.

An interesting section is that of which Jacques Cartier Square is the centre, on which stand the City Hall and the Court House. From the centre of the square rises Nelson's column, surmounted by a statue of the great sailor, strangely enough with his back to the river. It was erected in 1809 and is, therefore, just one hundred years old. Across the square is the



The entrance to the Seminary of St. Sulpice adjoining the Notre Dame Church.

attempting to carry Quebec by storm. This old house is said to have been at that time one of the finest in Montreal. The principal rooms were wainscoted and above they were hung with tapestry depicting scenes from the life of the French King, Louis XIV. The house was built in 1767.

In the upper part of the western portion of the city is a large tract of land known as "The Priests' Farm," a very ancient property of the Sulpician Fathers. Here is their College de Montreal, commonly called the "Little Seminary," a huge stone structure in which thousands of French-Canadian youths have been educated. It was on the Priests' Farm that Amherst's army encamped in September, 1760, prepared to attack the city, which was then the last place of importance in Canada remaining in possession of the French. There was no attack for Vaudreuil promptly surrendered.

Long before that time the Sulpician Fathers had erected a country house here, known as the "Maison des Messieurs," or

"Fort de la Montagne," around which clustered the village of the Indian converts. This ancient country house of the Sulpicians was surrounded by a stone wall as a defence against the

Iroquois, and the two towers, still in an excellent state of preservation, guarded the entrance.

These are a few of the landmarks in the history not only of Montreal but of Canada. There are many others interesting to visitors and worthy of attention—such as La Place Royale where Champlain landed, and not far distant the spot where Fort de Ville Marie was erected in 1643. A few yards beyond is the square containing a monument commemorating the founding of

the city by Maisonneuve, and on which in later years stood the Houses of Parliament of United Canada, destroyed by fire during the riot of 1849. And there are many others of equal interest. For the preservation of some and for the erection of tablets of marble marking historical spots thanks are due to the Numismatic and Antiquarian Society of Montreal.



The two old towers still standing on the Priests' Farm.

THE MONTAGNAIS INDIANS

(Written for CANADIAN LIFE AND RESOURCES by K. M. WILSON.)

THE Montagnais Indians, dwelling for the most part on the shores of the Lower St. Lawrence, are very little known. As a rule they are considered an unintelligent tribe and are rather looked down upon by the Crees, Iroquois and Nasquapics. Although not perhaps so thrifty as the Crees nor so educated as the Iroquois, they are far from being unintelligent, having taught themselves to read and write, and being remarkably quick at figures.

These Indians live for the greater part of the year in the interior of the forest, only coming out to the Hudson Bay Company's posts for about three months in the summer to trade their fur for such things as they require for another sojourn in the interior and to see their priest.

They leave again for the "bush" in August after having been advanced provisions and clothing by the Hudson Bay Company and proceed by canoe up the largest rivers (usually the St. Johns or the Romaine rivers) until they reach the height of land, where they camp until the snow comes and they are able to continue their journey on snowshoes, carrying their provisions, clothing and tents on toboggans, men, women and children all carrying their share of the load. The very small children are carried on their mothers' backs,



Many of these Indians are expert draught-players.



In summer they prefer the tent to the little house.

wrapped in fawn skins and laced up in bags made of the same. This bag the mother carries suspended by a thick thong of caribou hide tied around her forehead.

They do not travel very great distances at a time, unless hungry and in search of caribou, for although the men are fast walkers the women do not walk as fast as an average Canadian girl can.

These Indians usually travel in bands of fifty families until they reach the height of land, where they separate, each family going to its respective hunting ground to hunt and trap fur for the remainder of the winter. They camp in large tents made of caribou skins scraped clean of the hair and sewed together. These tents are well banked with snow from the outside to keep out all wind, while spruce boughs make a sweet, warm flooring. In the middle of the floor flat stones are placed as a foundation for the camp fire, the smoke and sparks escaping from a hole left for that purpose at the top of the tent between the tepee-poles.

The cooking on these fires is, of course, very primitive, "bannocks" being made by the squaws instead of bread. "Bannocks" consist of flour and water and a little lard, mixed rather thick and cooked on a hot stone. In the summer the squaws make excellent bread, which they bake in the sand. This they do by first building a fire

on the sand, which, when burnt out, leaves the sand very hot. A hole is made in this and the dough, having previously been rolled around a greased stick, is thrust into this hole, the sand



The women have to carry their share of the freight.

replaced and a small fire kept burning on top for about two or three hours. This bread when taken out is of a golden color all over. Great care is taken to have the sand at the required heat for if it is too cool the sand sticks to the dough, while if too hot the bread will not rise and, of course, burns at once.

The men employ themselves during their sojourn in the woods with the care of their traps, usually being absent from the camp three or four days each week. The traps are set in a large circle for convenience in visiting them, as they require constant attention. Heavy snowfalls, birds, mice, etc., often springing them. In many cases the larger fur-bearing animals, such as foxes, lynx and wolves, when left too long in the traps will escape by eating off their paw and running away on three legs. In such cases the hunter dons his snowshoes and gives immediate chase, following the track until the animal is run down.

The women stay in the camps, where they dress the skins brought in by their husbands and keep the larder supplied with rabbits and partridges. Some of the Montagnais squaws do very pretty bead work and silk embroidery, which they bring out to the coast to trade during the summer for ribbons, broaches and finery. The caps worn by the women are made of red and black cloth, bound around the seams with purple ribbon. The base of the cap is ornamented for about two inches deep with beads, silk embroidery and ribbon, cut in patterns and sewed on most artistically. These caps are worn all the time by the women, even at night they are turned inside-out and put into use again. They are most becoming and suit their dark complexions very well.



A family setting out in August for their hunting grounds.

The Montagnais Indians are all Roman Catholics, the Oblat Fathers being special missionaries to them. They see their priest for only two weeks in the summer, when he travels down the Gulf of St. Lawrence, staying two weeks at the Hudson Bay Company's posts to attend to the wants of these Indians.

The Montagnais are very superstitious and when one of their tribe dies in the bush they prefer to carry the body out to the shore, to be buried in their cemetery, rather than bury it in the forest, fearing that if buried there the spirit of the dead would haunt their hunting grounds. Frequently they will carry a dead body for the greater part of the winter wrapped in birch-bark and lashed onto a toboggan till they reach the nearest post where it can receive proper burial. In regard to the sick and aged, these Indians are especially kind, giving them all the attention possible in their roving life.

Although in many cases they are not very prompt in paying debts, they are, as a rule, very honest, and stealing among them is rare. A happier people it would be hard to find, worry seemingly being unknown to them.

They have many superstitions regarding fur and the way it is caught, many of which are interesting. The black bear is called "moehome," which means grandfather. This skin must not be kept and bartered by the trapper who caught it, but must be given to his partner or eldest son. If the bear is alive when



Preparing to camp at the end of the day's journey.

found in the trap, the "bear dance" must be performed in a circle around it before it is killed and taken out. The ermine is trapped by the children, being too small a fur for the men to



"He prefers to make a new canoe each year."

bother with. I have never known these Indians to kill more fur-bearing animals than they require, believing it a sin to kill after they have caught sufficient to pay their debts and expenses.

During their stay at the Hudson Bay Company's posts the men usually spend their time in making and mending canoes and snowshoes and playing draughts in the evening. They are very expert at this game and are to be seen any summer evening sitting out on the grass gambling over it.

Their canoes are made of canvas and are very light and especially adapted to shallow water. A canoe is rarely required to do service for more than one year, as the Montagnais Indian of to-day prefers to make a new canoe each year rather than have the trouble of bringing his old one out of the "bush" in the spring.

A YEAR IN BELLA COOLA

(Written for CANADIAN LIFE AND RESOURCES by EMILY RHODES)

BELLA COOLA is a paradise of fertility where man may live amidst scenic beauty in a veritable land of milk and honey at a minimum expenditure of the sweat of his brow. There the waters teem with fish and there venison, bear-meat and wild-fowl of all descriptions are easy spoil to the hunter and trapper.

It lies four hundred miles north of Vancouver by steamship, then sixty miles inland through Burke's Channel, from where the Channel touches tidewater. It is a valley, stretching far into the great ranch lands of the interior—a gateway into the latter, over "The Slide," one of the easiest passes through the heights. A new and easier grade in "The Slide," for pack-trains, has lately superseded the old one, made under the supervision of Mr. J. R. Morrison, to whom the writer is indebted for photographs, and to whose practical knowledge of and faith in the Ootza Lake district and surrounding country is largely due the revealing of its wonderful possibilities to the settlers that are pouring in.

Bella Coola is an old Hudson Bay trading post, and it has been for years a rendezvous for fur-traders of all nationalities; also the base of supply for the country within a radius of several hundred miles. And as the Company, by its rectitude and fair-dealing, won and kept the confidence of the Redman, who is ever the quickest to appreciate a "square deal," so has its late employee and present owner of the site and self-same store, and withal chief magistrate of the place, kept that confidence and gained an abiding influence over the morals of the Bella Coola and allied tribes by his strict integrity and uprightness during his forty-five years of residence amongst them.

The old wharf road extends for several miles to the cannery and it is joined by the bridge across the ravine to the Government trail, that cuts through the Indian Reserve at the foot of the valley. Fifteen years ago the road up the valley was built by the Norwegians, a colony of whom had received a Government grant of land and along with it enormous grants of money for road-making. Indeed, eighty-six thousand dollars have been so expended, of which only thirteen thousand have as yet been collected in taxes.

After travelling through practically all of this district and carefully observing conditions there, the writer is inclined to tax a paternal government with being over-generous in its land grants. To this is due the fact that hundreds of acres of good land are lying waste. It would be a wiser policy not to allow any one to pre-empt more land than he can work. If the grants were smaller they would be more quickly taken up, places would be populated and probably industries started, where owners of large grants cannot be induced to sell lots, but

simply hold them idle, content to wait the coming of the railways.

The Norwegians are thrifty colonists, as is evinced by their homes and self-supporting church, rectory and resident clergyman of the Lutheran faith. They are a most hospitable people too, ever ready to entertain visitors with the best their larder contains. But they could have been a greater factor in the growth of this beautiful and fertile valley; might, indeed, have linked its resources with those of the reaches of the mighty Fraser River, had they made a united effort to cultivate every yard of soil and to capture the Coast boats as their market.

With the bridging of the river that divides "Oldside," or the south side, from the north, timber and bush have given place to a modern townsite, with streets named after British warships and public men, having its hotel, stores, post-office, church, hospital and public school.

On the twenty-fourth of May there is always a gathering of the clans and loyal-hearted folk, who travel far by water to celebrate Victoria Day at Bella Coola in music, dance, song and game. Indeed, that date has for years heralded a week's holiday to several hundred settlers and to yearly meetings between pioneers of long standing, and the whole town is then at its gayest.

It is one of the oldest of Indian settlements on the Coast for one reads "that Sir A. Mackenzie came overland to this camp and found the tribes five thousand strong in 1779." They



Potlatch-houses of the Coast Indians, showing the totem-poles standing before the door of each.

number less than two hundred and fifty at the present day, despite the fact that they are simpler and still more primitive in life than many other mission centres in this region.

Each spring the "Stik Siwashes," as they are called, bring



The old Hudson Bay Company's post at Bella Coola, now a general store.

their pack-trains to the Coast bearing furs and cakes of pressed berries, travelling for hundreds of miles and camping on the journey. They find employment at the canneries during the fishing season, and when that is at an end they return to their homes laden with their stores of provisions for the winter.

The wild, free life of the coast and the interior of British Columbia has a charm all its own for the adaptable Britisher, who seldom leaves it once he has felt the charm of its vastness and unconventionalism. He is, indeed, most enthusiastic over the "table already spread for him," and the South African veterans who sell their land-script for a mere pittance, little reck what future riches they have practically given away.

There may be a few settlers who, in order to hide their inadaptability, grumble at their surroundings, but most of the immigrants coming to Bella Coola are like the girl who recently came from Scotland. She came to meet her brother in Bella Coola and ride with him and his pack-train into the interior for nearly two hundred miles, though she had never ridden on horseback before. In the spring they were down again; she to meet her sweetheart out from the Old Country, and after marriage to ride back with him and start life on a pre-emption of her own. To the writer she waxed eloquent: "Oh, it's a fine life; a grand life yon!" she repeated over and over again. Her face was wreathed in smiles and no fatigue from her long ride and camping on the journey was apparent.

Official reports respecting the Bella Coola valley and the adjacent country confirm the wisdom of the choice of these plucky settlers. For instance, one of these reports states: "The Bella Coola valley begins at the head of North Bentick Arm, 425 miles north of Victoria, about 65 miles from the coast line and running eastward about 45 miles, with a gradual rise from the sea to an altitude of about 800 feet at the head of the valley. The climate is all that can be wished for, as it is much drier than on the Coast, being hotter in summer and a great deal colder in winter. The settlers have made large improvements on their lands. The various roots, vegetables and also Indian corn have been successfully raised and of best quality. Wheat, oats and barley are also doing splendidly. Fruit is raised abundantly and of best quality. No disease of any kind is experienced among the fruits or vegetables."

The reserves of the Bella Coola Indians may be taken as a sample of the surrounding district and of these reserves the report of the Superintendent of Indian Affairs says: "The Bella Coola reserves have the finest soil and excellent timber, with large tidal flats producing excellent grass. They have been partly surveyed into small farms, on which are kept a few horses and cattle." The Indians are given a good reputation and their general condition and mode of life show improvement.

Life in Bella Coola has a charm all its own, and among the happiest memories of the writer will be those associated with the glistening heights and rushing waters of this charming valley; with the invigorating odor of its pines, the kindly hospitality of its people and the quaint lore and legend of its Indian neighbors.



Stik Siwash Indians camping on their annual journey to the Coast for the spring trade.



The Western farmer receiving from the generous prairie the reward of his labor.

HIGH ART IN CANADIAN HOMES

II.

(Written for CANADIAN LIFE AND RESOURCES by L. A. M. L.)



IN the diary of the Hon. William Smith, Chief Justice of the State of New York before the Revolution, and afterwards Chief Justice of Lower Canada and Speaker of the first Legislative Council, there occurs an entry which explains the presence in this country of the painting under notice. In a copperplate handwriting, under date May 21st, 1784, he records the fact that he "bought a picture by Paul Veronese, with three others, at Murcher's auction on that day." This picture, herewith given and described as "Venus Blinding Cupid," became the property of Mrs. E. J. Ross, a granddaughter of the Chief Justice, and is now in the possession of her surviving daughter, Miss F. Eveline Ross, Glenfield, St. Foye Road, Quebec. It becomes doubly interesting in consequence of its connection with one of the leaders in public life in Canada at the transition period marked so emphatically by the Act of 1791, the purpose of which every school boy knows. Chief Justice Smith was appointed, in New York, in 1762 and some cavillers thought proper to question his loyalty during the Revolutionary period. It was alleged that he was waiting to see "how the cat jumped" before declaring himself. But the cat had made a good leap revolutionary-wise and clouds were lowering over the British cause when he boldly declared himself in favor of the British. Further, he enjoyed the fullest confidence of Sir Guy Carleton, afterwards Lord Dorchester, and went with him to England, afterwards returning with him, and through his influence being appointed Chief Justice. He was "thorough" in his procedure and laid down certain principles, set forth in the Canadian Archives, as to the interpretation of the Quebec Act as bearing on the administration of the laws. It was to be French law for the French; English for the English; and that any exclusive adoption of either of the systems would be ruinous to the Province in its consequences. This view of the case did not give general satisfaction. Controversy and an enquiry, before the Chief Justice, followed, which showed that there was unquestionably confusion in the administration of justice and some remarkably pointed statements were made which may reasonably be taken more or less *cum grano*. The passage of the bill of 1791, however, changed the aspect of affairs and was the harbinger of a somewhat slow but sure organization and more than that, of the great combination seventy-four years later ratified in the same historic city in which Chief Justice Smith presided. It may be noticed that he was one who looked ahead. He wrote to Lord Dorchester a letter, sent to Great Britain, in which he stated that the foundation of the two Provinces was "for more to grow out of them and to compose at no remote period a mass of power very worthy of immediate attention." He had had occasion to see the fatal consequences of permitting a number of petty legislatures without central control, as had existed in the United States. He recommended the creation of a Council, or Legislative Assembly, for all British North

America south of Hudson Bay and north of Bermuda to make laws for the good government of the Provinces, all to be subject to the Imperial disallowance. In 1866 this statesman-like proposition, in substance became an accomplished fact. The *Quebec Gazette* of December 12th, 1793, announced that on March 6th "died the Hon. W. Smith, Chief Secretary of the Province of Lower Canada. His remains were interred on Sunday, 8th, and were attended to the grave by H.R.H. Prince Edward." He was afterwards the Duke of Kent and father of the late Queen Victoria. So ended the life of one who may be regarded as an unostentatious but earnest pioneer statesman of British rule in Canada.

Concerning the painting now noticed and which he brought to Canada, it is from the brush of one of the most noted masters, Paolo Caliari or Cagliari, commonly called, from his place of birth, Paolo Veronese, who was born at Verona in 1528 and died in 1588. His father was a sculptor, but his inclination turning him to painting, he was placed as a student under the famous



"Venus Blinding Cupid," by the famous master, Paolo Veronese.

Antonio Badile. His ability was very early made evident, one of his first works, a Madonna, being still in the gallery at Verona. Another, St. Anthony, was hung in the Cathedral, but this has disappeared. He decorated the Villas Sorango and Franzolo at Castelfranco and executed many other church works. He went to Venice in 1555 where he painted in the Church of St. Sebastian several frescoes representing scenes in the history of Esther. These were so striking that he was commissioned to paint an altar-piece in the church and certain similar works. Having to rival the Venetian school he adapted his style to the necessity and it increased in vigor, action and coloring. The Patriarch of Venice commissioned him to decorate the Sansovini library and he bore away the prize. He was then entrusted with the decoration of the ceiling in the Ducal Palace. Following this his works included the great painting for the refectory of the Convent of St. Giorgio Maggiore, the "Marriage at Cana," which is now in the Louvre. It has been said that his works were of the earth earthy

and this picture bears out the assertion. Our Lord is, in the composition, represented at a very mundane banquet, at which luxuriousness and conviviality are represented as unreined, and is surrounded by Francis I. of France, Eleanor of Austria (as the bride), Charles V., the Sultan Soliman, Mary Queen of Scots, and others. In many of his paintings the spiritual and religious impress seen in the works of so many old masters and some of our own time, is lacking. Caliari is supposed to have gone to Rome, as some of his later works appear to reflect a study of the works of Michel Angelo. His paintings are of unquestionable beauty in their execution and are of great value. No gallery of importance is without one or more of them. That under notice is a fanciful conception and is probably the only example of his powers in Canada. The reproduction gives an admirable idea of the work, but the beautiful coloring and delicacy of execution can only be fully appreciated by an inspection of the picture itself.

NOTES OF THE EMPIRE

“Canada and the Empire is our politics.”

FOR us in Canada the successful consummation of the union of South Africa has peculiar interest. We know how much the present position and prosperity of our country has been derived from Confederation. We date our modern development from that time. The difficulties and doubts that had to be overcome here before that great measure could be put through were very many and very great but the best minds in Canada realized that only Confederation could put an end to the disastrous differences and troubles which beset the country under the system of divided control which preceded 1867. If Confederation was necessary for Canada, however, it was even more necessary that there should be Union in South Africa. But the difficulties there were immeasurably greater than any we had to contend with. Only nine years ago a bitter and bloody war was waged between the two races who were to unite together. If we can imagine a war in Canada, say in 1858, in which more than 50,000 British and French-Canadians had been slain we shall get some idea of the difficulties that would have confronted our own statesmen in Confederation, if the main condition here had been similar to those which confronted the Dutch and English statesmen who have put through the Union of South Africa. As Lord Crewe pointed out in the admirable speech in which he introduced the Bill for the Union into the House of Lords, “there were two great motive forces which impelled South Africa towards union. In the first place, there was the Imperial consideration which made South African statesmen desire to form a union which would take its place in the Empire beside the Dominion of Canada, the Commonwealth of Australia, and the Dominion of New Zealand. That was undoubtedly a strong motive. In addition to that, there were local practical considerations which pressed it forward. There was the obvious and sensible economy in the working of the four Colonies as one. Further—and this, I think, was, perhaps more than anything else, the immediate cause which brought practical men to see how necessary union was—there were the difficulties and complications arising out of the railway systems of the different Colonies.”



The Earl of Crewe, Colonial Secretary, who introduced the South Africa Bill into the House of Lords.

THE form of the bill follows the model of our Confederation rather than that of the Australian Commonwealth. It represents a compromise almost from the first line to the last. In view of the varying franchise conditions in the South African Colonies, it is obvious how difficult the problem was if there was to be any questions of instituting a uniform franchise all over the Union. What was ultimately settled was that Parliament was to prescribe the form of the franchise, it being, however, provided that the native vote should be saved to the Cape on the terms as at present, unless it was decided by a two-thirds majority of both Houses sitting together to abolish the native franchise there.

E LOQUENTLY summing up what the Union would do for South Africa, Lord Crewe said:
“This union of the Colonies marks a great advance

in the fusion of the races which inhabit South Africa—some of British, some of Dutch, some of French Huguenot descent. Their ancestors through many years of history suffered and fought for freedom. They underwent poverty and exile and imprisonment, and on the scaffold and on many battlefields bore witness to the cause of civil and religious liberty. It would have been one of the most tragic events of all history if men descended from such races had remained permanently estranged. I hope we may look forward to their enjoying free union under the supremacy of the British Crown with a guarantee of freedom for as many years as the imagination of man can go. It has been the peculiar good fortune of this movement that some of the actual work has been done in the process of bringing into intimate personal relations South African statesmen, soldiers, and lawyers who previously had known little of each other.

The result of the union will be that the past history of South Africa will become the common possession for ever of all the races, and the famous names of South Africa the joint property of all. We are particularly glad to welcome amongst the delegates Mr. Steyn whose whole-hearted advocacy of union has been of the greatest assistance to the cause. We cannot forget such names as those of Sir Harry Smith, Sir Benjamin D'Urban, and of Cecil Rhodes, who, amid all the agitation of political life, always dreamed of the union of South Africa. Without distinction of race, party, or creed, we can say, ‘We honour them all.’ So far as we can see ahead, this act of union places the self-governing Dominions of the King in something like their final form. There may be some rearrangement and some modification, but it is safe to say that for many years to come—longer than the life of any of us here—these three great divisions—the American group, the Pacific group and the African group—will form the three main groups of the British Empire outside these Islands.”

L ORD Curzon at the inaugural banquet of the British Empire Club, at which Earl Crewe, Sir Joseph Ward (New Zealand's Premier), Sir Frederick Borden, General Smuts and other Colonial visitors were present, speaking upon the

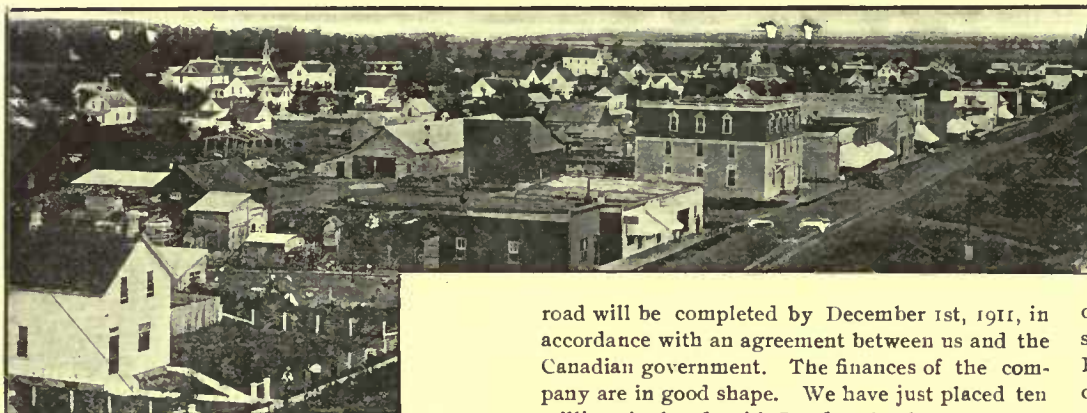
Union of South Africa said that never during the memory of living man had a deputation reached the shores of Great Britain with more precious freight in its hands than that brought there by these Prime Ministers, for they had come with a Constitution not devised by any philosophers in their libraries or studies, but one thrashed out by the statesmen of all parties in South Africa in the free atmosphere of debate—a Constitution which did not represent the programme of any party, or even of any people in South Africa, but which represented the policy and the desire of the entire nation. They came to ask the Government to take the steps by which they might be enrolled in that great aggregation of self-governing communities which were going to make up the reconstituted and the more powerful British Empire of the future. What a vision it was that they brought before us. It was a vision of a dominion stretching from Table Bay in the south to the Zambesi in the north, and

he expected in the future much further beyond—a dominion inhabited by peoples of divergent, but by no means discordant origin, whose descendants in time to come would be, not Englishmen or Dutchmen, but South Africans, who would draw from the heritage of their common valor and patriotism the inspiration to a great ideal, and who would as time went on evolve a new national sentiment from the recognition of mutual interests and from allegiance to a single flag. Mr. J. X. Meriman, Prime Minister of Cape Colony, in response, said it was a mistake for people to think that the Constitution of South Africa was going to bring about a kind of maternal millennium. The same jealousies and disputes would go on in the future be-

tween different localities and different sections of the people, but what the Constitution would do would be to establish a tribunal where men could fight out their quarrels and difficulties in the good old Parliament fashions.

IT is not too much to say that the history of the British Empire contains no more inspiring example of patriotic self-sacrifice and zeal than this bill whereby men of different races, only yesterday at war, agreed to put aside their differences and work together to the end of the good of their common country.

NOTES OF THE WEST



A View of Miami, Man

A district of Saskatchewan that has been coming on very fast and promises to go on developing at the same rate is that of which the incorporated town of Langham is the centre. This town is on the line of the Canadian Northern Railway, 507 miles west of Winnipeg and only 30 miles from Saskatoon. Langham has four elevators, and possesses a mill with a daily capacity of 150 barrels of flour, two banks, two hotels, four general stores, two hardware stores, three lumber yards, three implement dealers, and all other lines of business which go to make a good, progressive western town. The population of Langham is seven hundred. The soil in this favored district is all that could be desired—a fine black loam on top with good clay subsoil. This district has been proven to be an ideal one for the raising of wheat and in fact all cereal crops; for the past seven years the yields have been all that the farmer could reasonably desire. The land is level and free from scrub, although it is studded here and there with a little wood—just enough to make shelters and wind-breaks for stock and farm buildings. The nature of the soil makes it very easily worked. It is not heavy enough to clog on farm machinery, in fact many are farming two and three hundred acres with but four or five horses.

WHILE in the West on his recent annual tour of inspection Sir Charles Rivers-Wilson, President of the Grand Trunk Railway Co., speaking of the Grand Trunk Pacific Railway and its prospects said: "I am more convinced than ever that the Grand Trunk Pacific road is going to be a great success. The development of the Canadian Northwest is progressing rapidly, for, like the Pacific Northwest, it is a country of resources. That portion of the Grand Trunk between Edmonton and Fort William will be completed by September 1st, and we expect to ride over it on our return journey. The entire

road will be completed by December 1st, 1911, in accordance with an agreement between us and the Canadian government. The finances of the company are in good shape. We have just placed ten millions in bonds with London bankers at 3 p. c. interest. These bonds are guaranteed by the Canadian government and were sold inside of one hour after the lists were opened for bids."

THE decision of the management of the Canadian Pacific Railway Co. to extend the term of office of Mr. Wm. Whyte, second vice-president of the company and executive head of the western lines, meets with the hearty approval of the entire West where Mr. Whyte is held in high esteem and where his ability has done so much to assist development. Mr. Whyte was born in Charleston, Fifeshire, Scotland, on September 15th, 1843, but since 1863 he has resided in Canada.

IN describing a trip over the National Transcontinental Railway Mr. T. St. Pierre writes in the *Manitoba Free Press*; "As Superior Junction is reached there are marked signs of an influx of population. Three hotels are open at the Junction itself, besides a couple of stores and a private bank. The floating population is around 200. Wako two miles to the south, is also showing signs of becoming a prosperous village, it being now the head of

navigation to Sturgeon lake where gold mines are said to be plentiful. These mines are also within ten miles of the Transcontinental grade.

By no stretch of the imagination can the country extending northwest of Fort William to the Wabigoon river be classed as sterile. For long distances it is fairly level, well watered and bears every evidence of fertility. Only the forbidding appearance of the north shore of Lake Superior could have so long kept population away from these hundreds of thousands of acres of woodland. There is considerable variety in the character of the soil. Portions of the area are of red or light colored clay, changing to clay loam. In other sections sandy loam and black loam are the prevailing characteristics. The subsoil is as a rule of a porous nature, which together with the rolling formation of the surface in most localities precludes the necessity of drainage, except low lying land. Much of the country has been overrun with fire, making clearing comparatively easy. The success which has attended farming along the C. N. R. and C.P.R., where it has been attempted, bespeaks the future of the Hinterland, where the climate is better owing to the absence of the fierce blasts from the Great Lakes.

Colin Fraser, veteran fur trader, arrived at Edmonton from Fort Chippewyan early in August with \$18,000 worth of furs, mostly beaver and rats. He reports other furs very scarce. He says the journey in was the roughest in his experience. A number of the bridges were carried away by high water. He says the Indians would have starved had it not been an open season for beaver.

The Canadian Pacific Railway Co. is preparing to complete the Esquimaux and Nanaimo Railway to close the connection across Vancouver from Nanaimo on the eastern side to Alberni on the western shore. There are about 30 miles yet to finish. It is expected that everything will be ready for work to start early this month, and the contractors will be able to carry on operations all winter owing to the mild climate on the island, where frost and snow are almost unknown.

Mr. James Macdonell, the well-known Vancouver contractor who was in Montreal, recently stated that with the activity displayed on this line it would probably be completed for operation within a year. The road, Mr. Macdonell stated, will run through the best country on Vancouver Island, the route being very heavily timbered, so that from the very start there will be a big traffic in lumber. Much of the southern part of the island, he stated, is also well adapted for general farming, and, once the timber is cleared off, it is expected that there will be a large influx of settlers.



The branch of the Canadian Bank of Commerce in Langham, Sask.

Dr. F. W. Ward, editor of the *Daily*

Telegraph of Sydney, Australia, and a delegate to the Imperial Press Conference held recently in London, Eng., was in Winnipeg the other day on his way home from the Old Country. He was delighted with the commercial capital of the Canadian West. "My day in Winnipeg", said Dr. Ward, "has without any question, been one of the very great days in my trip. On a journey such as this, there are naturally days which stand out in clear relief. One such day was that at Spithead when the imperial fleet was shown for our inspection, and instruction. I would like to tell you why I regard my day in Winnipeg as one of the great days.

"In the first place, I would say that I regard it as surprising that almost all I have seen to-day has been new. I have been here before. Sixteen years ago I was here twice in the same month, as I believe, in which I have visited here this year. I remember that at that time I got off the train at a station which was situated at quite a distance from the town. I would like to believe that the station at which I got off this year is the same. I understand that it was, but the town has grown up to it, and the site on which the old building stood appears to be covered with a palatial hotel. . . . The sight which can be seen in Winnipeg to-day cannot be seen anywhere else in the Empire. It is to me to-day perhaps the most interesting place in the world. All our politicians ought to come here. What I have seen in Winnipeg is what I want to see in my own country. We want to have in Australia our Winnipegs. There are very few places in the world as good as Winnipeg and as young. There is nothing in Australia, nor in New Zealand, which can be cited as a parallel to it. It is the show place of Canada to-day. I wish that I could stay another month and see the country districts which have contributed to the wealth of this city and province. What you are doing here is the thing which we must do in Australia, namely, settle our waste lands and make them productive. As more of your land is settled, you will make your cities still more attractive, so attractive that your people, who grow wealthy, will not leave you and find homes in older countries, but will be willing

to continue to live here, and die here, taking the deepest pride in your cities and aiding in making them worthy of it. I say again that my day in Winnipeg has been one of the great days of my trip and it has been so, because I have seen here an illustration of the manner in which, through the vigorous vitality and the daring enterprise of the British people, the Empire is being developed."

While in Winnipeg recently Mr. A. Knechtel of the Department of Forestry of the Federal Government gave an interview respecting the work carried on by the Department, in the course of which he said:

"One of the matters which we have in hand this summer is the locating of boundary lines on the various forest reserves of the prairie Provinces. From time to time timber is stolen from these reserves and when the matter is investigated the guilty parties usually claim that they were innocent of any intention to defraud, that they were not aware where the line of demarcation was. The department is now making the line clear, marking it with a series of iron stakes. Lines are being cut through the forests, eight feet wide, and roads are being constructed. The low places on these roads are being filled with brush, so that a waggon can be driven about the reserve. In case of fire, the men engaged, can be driven by these roads, from point to point, and in case of fire coming in from the prairies, these roads can be used as points from which back firing can be done. In the Spruce Wood reserve, near Brandon, the Canadian Pacific and the Canadian Northern railways have completed the plowing of fireguards along their rights-of-way. These guards are being plowed on many of the reserves and one has just been completed around the Cypress Hills forest reserve in Alberta.

This year there have been very few fires on any of the reserves and those which broke out have been quickly extinguished. The only fire of any consequence was one on the Riding Mountains, and in this case there was very little heavy timber destroyed, although smaller trees, chiefly poplar, were burned. No spruce or pine was destroyed.

"The department is making strenuous efforts to

reforest denuded areas on forest reserves in the provinces. Last fall a large quantity of spruce and pine cores were collected by the forest rangers, and were sent to Indian Head, where the seed was extracted under the direction of Norman Ross, the superintendent of the Forest Nursery station. This spring the seed was distributed among the forest rangers, and was sown in various ways on the reserves. Some was sown in seed beds, prepared like beds for garden vegetables. Most of these beds are now covered green with small trees about three inches high. Other seed was put in on prepared ground with a garden seeder, in drills. Seed was also placed in spots on the unbroken prairie, ten to fifteen seeds being placed in each spot, and covered with a handful of sand. Certain species succeeded very well when planted in this manner, especially the lodge-pole pine and the bull pine. I inspected some of the plots and I found that in almost every case the seed had come up and the trees were doing well.

"Between Winnipeg and Brandon there are large areas on which it is the hope of the department that forests may be planted. There are farms in this area which have been abandoned by their owners owing to the fact that they have become no more than beds of sand. On all this land, much of which, of course, has never been occupied, forests will be planted. In Mecklenberg I saw a similar strip of country, once a waste of sand, on which trees had been planted and which had thus been reclaimed. It is our hope that the same thing will be done in the case of these lands. The department is also now withdrawing certain lands from settlement each year, such lands as ought not to be settled, and on these great forests will be eventually created."

The reproduction of old Fort Garry gateway in threshed wheat and threshed oats as a feature of the decorations of Winnipeg in connection with the meeting of the British Association for the Advancement of Science was the happy idea of Mr. J. Bruce Walker, the Commissioner of Immigration. The wheat used was the finest No. 1 hard, and the threshed oats were of the same high quality.



The source of the Old Man River in the Crow's Nest Pass. To this river reference is made in the article on the Development of the Eastern Slope of the Rocky Mountains.

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HEADMASTER

Promising Propositions

A CORRESPONDENT at Elk Lake in the Cobalt district of New Ontario writes in regard to the McCrimmon property: "We are now down forty-two feet with our shaft, and the vein continues very strong. It is increasing in width and carries higher values. Already we have run on to two blind leads in the shaft, one about 15 feet from the surface, and the other at the 40 foot level. They are of calcite, carrying copper and nicolite, and cobalt bloom, and look very promising. The district around us is showing up fine."

The Cobalt Paymaster Mines, Ltd., is now working under lease the claims of the Amalgamated Co., on the shore of Sassaganiga Lake.

Development work has been pushed vigorously since the Paymaster took hold and a nice looking vein was recently caught in a crosscut along the Tretheway line.

While the vein does not contain native silver, it is likely to be good concentrating ore. It is running in from the Tretheway claim to the west. The vein has been traced across the property upon the surface and five other veins have been found in the trenching that has been done on the claim this summer.

The shaft is now down 115 feet, and will probably be put down another hundred feet this summer. All the recent work has been drifting and cross-cutting, most of it being done towards the Tretheway line. There are now 600 feet of underground workings on the claim.

In addition to the 22 acres of the Amalgamated Claim, the Company will work a nine-acre tract on the northwest corner of the Tretheway, and a 70 foot strip under the Lake extending up to the Bucke line. Capt. John Tretheway is president of the Paymaster Co., and Mr. M. B. R. Gordon is superintendent.

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Recollections of the War of 1812

By DR. WM. DUNLOP

With a biographical sketch of the author
by A. H. U. Colquhoun, LL.D., Dep-
uty Minister of Education, Ontario.
Second edition. 122 pp. 16mo., cloth
neat. Toronto. 1908. \$1.00.

"The little book is a valuable addition to the literature of a momentous period in Canadian history. Dr. Dunlop is a most entertaining writer, and invests his narrative with the charm almost of a romance. It is full of good stories, acute observation and quaint humorous comment on the men and manners of the day."—*The Globe, Toronto.*

HISTORICAL PUBLISHING CO.

446 Parliament St., Toronto, Ont.

Are Consumers Overcharged?

IN many respects this season is proving to be one of the most fortunate in the yields of its crops, and the supply of farm products. Yet an increasing cost of living, so far as determined by foodstuffs, is the experience of practically every householder. The family budget has constantly to be overhauled, and to families of small income there is no doubt an increasing necessity to pare down the quantity and quality of eatables required to maintain its members in a well-nourished condition.

This tendency of rising prices affects the life of the people at its source, because the vitality of every portion of the population is largely determined by the kind and the quantity of food with which it can be supplied. It is this aspect of the question of the cost of living that makes the matter important enough for citizens to institute an inquiry in every large centre of population as to what is responsible for the increase in the cost of food supplies.

A commission of public-spirited men and women acquainted with popular conditions and who have capacity to command investigating talent of the right sort, would go far to show whether the distributive system, as at present concerned with food supplies, is really getting an undue share of the cost to the consumers of these and kindred commodities.—*Wall Street Journal.*

Lonesome Bar

TO Canadian literature has just been added a volume of verses whose principal theme is the life of the Yukon. Its title in full is "Lonesome Bar, a Romance of the Lost, and other Poems," and its author is Tom McInnes. The work has received high praise from the critics, one of whom writes: "'Lonesome Bar,' a poem depicting life in the early days in the Klondyke, is a vivid presentation of the wild life of the miners. 'The Rime of Jacques Valbeau' is an extraordinary conception. 'The Damozel of Doom' and 'The Valley of Relief' are two other striking poems. Tom McInnes has a wonderful gift of word-picturing and the reader cannot help but be impressed by his verses."

The author is a native of British Columbia and his knowledge of the subject of which he sings he obtained at first hand, which, no doubt, explains why he is able to depict so vividly the life of the miner in the Yukon and on the Chilcoot Pass.

The book is said to contain much that is highly clever and is well worth purchasing. The little volume is very attractive, having been published by Desbarats & Co. of Montreal.

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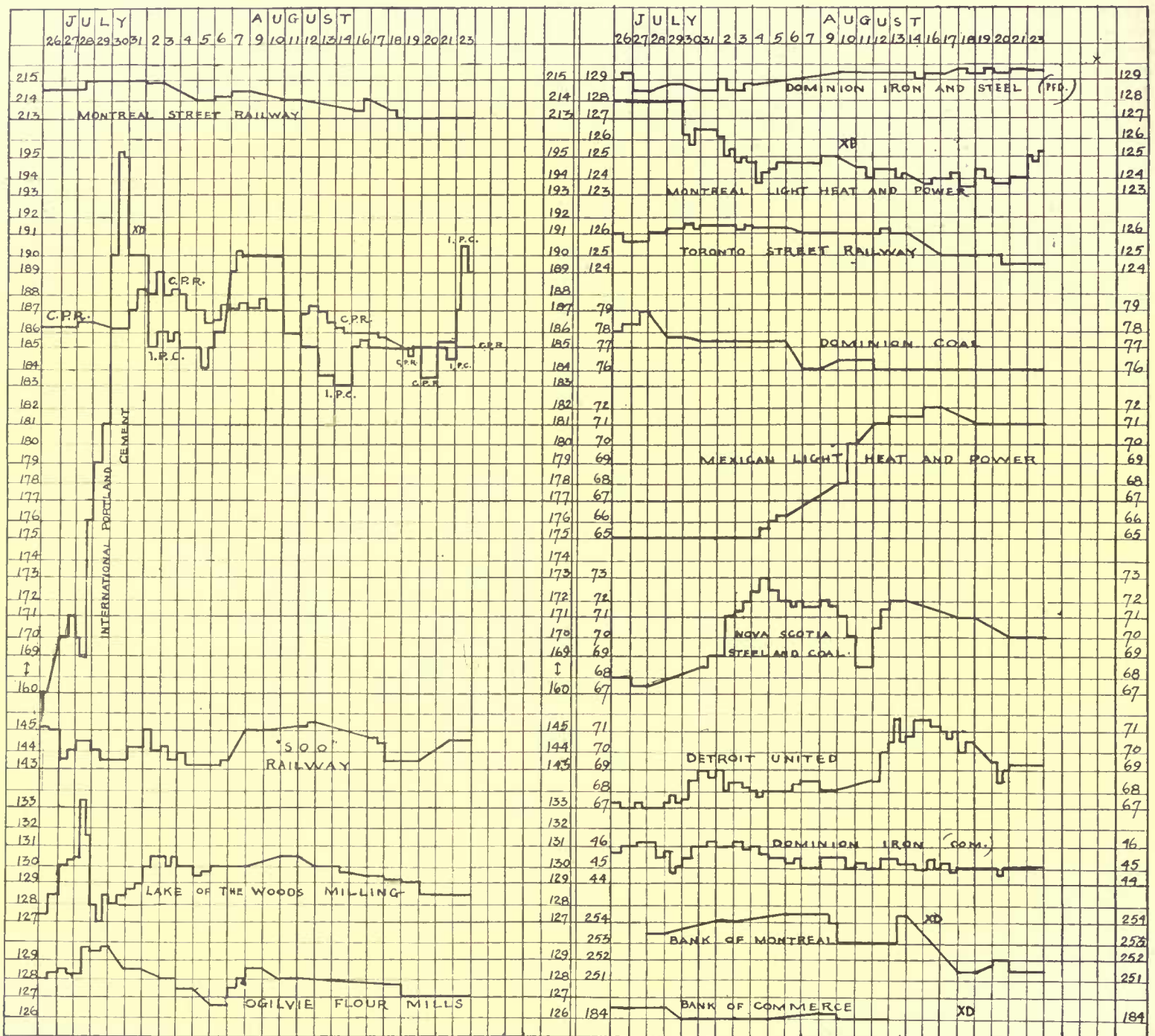
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DURING AUGUST

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The Canadian Market Steady

During the first three weeks of August the securities markets in Canada gave a very satisfactory exhibition of cool-headedness and common sense. They are commonly supposed to be susceptible in no small degree to the influence of the larger United States markets, especially of Wall Street. August saw Wall Street whipped into a wild speculation. One of the representative stocks most actively traded in rose violently some twenty points on rumors of a "melon cutting", and then fell back again the greater part of the distance. Other stocks also fluctuated wildly—this notwithstanding that August is the month in which the drain of funds for harvest purposes, from New York to the interior, commences.

It is pleasant to observe that no such extreme fluctuations were in evidence at Montreal or Toronto. The representative stocks did not participate in the tumultuous rise of the Wall Street favorites and needless to say, they were not affected appreciably by the Wall Street collapse. It is a curious fact that quite a number of the stocks in the chart stand at the time of writing at exactly the same level they were on during the third week of July—a month ago. A few do not vary by so much as a fraction; in others the variation is only a point or two.

The Railways and the Harvest

Canadian Pacific has had to grapple with a small strike of the dock handlers at Fort William. But conditions in the labor market are not now so favorable for striking workmen as they were two years ago; and the financial markets took absolutely no notice of the Fort William trouble. Events showed

that they estimated it at the proper importance. Deliveries of new wheat are now commencing, and soon the big transcontinental as well as the Canadian Northern, should be reporting a very large weekly traffic in grain.

Dominion Coal and R. & O.

The Dominion Coal Co. during the month succeeded in gradually increasing the number of men in the mines and the daily output, until the latter reached a fair proportion of the normal output before the strike. Thus that strike also is progressing towards the end expected from the beginning by dispassionate and unbiased observers.

An interesting report has been current regarding Richelieu and Ontario. It is stated that the directors have received from Rochester capitalists an offer for a block of the company's stock, at a price considerably above the market. Influential parties connected with the company say that the introduction of new capital of this kind should prove beneficial to the stockholders' interests. The news caused a rise in the quotations.

Latin-American Securities

The pressure upon the Latin-American group of stocks, in which Canadians are so largely interested, appears to be over for the time. Mexican Power and Rio de Janeiro have recovered some of their losses. It will be remembered that several London papers conducted a vigorous attack upon the group.

Shares of the Dominion Steel Co., of the flour milling companies, and of the textile companies, have been quiet, and have not changed materially in value during the month. All of them are believed to be prospering in a

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quiet way, and preparing for an active season in 1909-10.

One United States traction stock in which Canadians are quite largely interested and which sometimes takes a prominent place in the dealings on the Canadian markets—Twin City—has scored an advance of about five points. Rumors of an increase of one per cent in the dividend, which some years ago were quite insistent, have been revived, and account for the rise.

Movement in Bank Shares

There has been some movement in the bank shares though the transactions in them have not been large. One or two banks with head offices in Toronto moved up some half-dozen or more points. It is certain that with the harvesting of the 1909 wheat crop in Western Canada, and the general increase in business activity, the banks will find a more satisfactory employment of their resources than they have had in the past couple of years. Their profits should, therefore, be larger.

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In Deadly Earnest.

AUSTRALIA and New Zealand are in a deadly earnest about the naval defence of the Empire. We all know how, the moment news came of the naval debate in the British House of Commons showing how real a thing was the menace of Germany, New Zealand sent their famous message offering a "Dreadnaught" to the British Navy. Sir Joseph Ward, their patriotic Premier, on the day he arrived in London to attend the great Imperial Naval Conference, said to Reuter's correspondent:—

"I have come specially for the purpose of attending the important Defence Conference. I cannot, of course, discuss any details of the proposals that will come before it, but can say in general terms that I regard the gathering as of greater importance from the standpoint of Empire than either of the two Imperial Conferences which the Premiers of the oversea dominions have previously attended. I do not wish to undervalue or underrate the work of the Premiers' conferences. There were a number of subjects dealt with, at the last Conference especially, but not much of a practical nature was achieved. The meeting, however, will deal with one important subject only, and that one in my opinion stands out, so far as the Empire is concerned, far beyond anything that can be treated academically. I consequently both hope and look for practical results from this conference."

In regard to the offer of New Zealand, Sir Joseph Ward said: "We have only done that which we believe to be our duty, and though that offer was made without the authority of Parliament in the first instance, and an attempt was made to raise doubts as to whether Parliament would ratify it, the fact remains that upon the assembling of Parliament, it was unanimously agreed to. I mention this only for the purpose of showing that it was unanimously endorsed by the representatives of the people."

In conclusion, the Prime Minister said: "We all realise that the supremacy of the sea from the British standpoint is an absolute necessity, and the future safety of the Empire depends very largely, if not entirely, upon the undoubted supremacy of the Navy itself."

On the day that he landed in England a most interesting event took place at Buckingham Palace showing how practical and immediate is the determination of Australia and New Zealand to have a Naval force of their own. King Edward that day received in special audience, three chief petty officers, a petty officer, and twenty-eight men, from Australia and New Zealand, who have been training in the Naval depots of the old country, to form the nucleus of the proposed force to be raised by Australia to assist in the naval defence of the Empire. The men arrived in London from Portsmouth at noon, and were entertained at luncheon at the Admiralty. Thence they marched to the lawn in front of the Palace, being there drawn up in single line. In dress and appearance they are the exact counterpart of the English sailor. They were under the command of Flag-Captain Hyde Parker, Lieut. St. John, and Sub-Lieut. Skynner.

His Majesty, who wore civilian dress, was accompanied by the Queen, Princess Victoria, the Prince of Wales, Princess Mary of Wales, and Prince Henry of Wales. The suite in attendance included the Countess of Derby, the Hon. Charlotte

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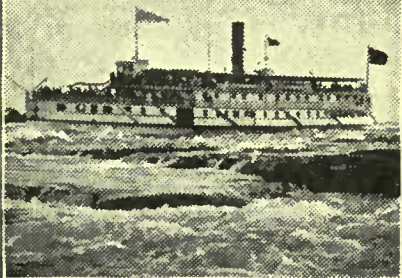
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Knollys, Lord Herschell, the Hon. Henry Stonor, the Hon. Sidney Greville, Colonel Sir Arthur Davidson, Lieut.-Col. Sir Charles Frederick, Colonel Streatfeild, and General Sir Dighton Probyn. There were also present the Earl of Crewe (Colonial Secretary), Lord Northcote (late Governor-General of Australia), Admiral Sir Wilmot Fawkes (who organized the scheme for training Australian sailors in Great Britain while he was Commander-in-Chief of the Australian station), the Hon. W. Hall Jones (High Commissioner for New Zealand), and Colonel Foxon, who will represent Australia at the coming Naval and Military Conference in London.

As the King advanced to a position in front of the sailors, who saluted His Majesty, with whom was Admiral Sir Wilmot Fawkes, made a careful inspection of the men, and at its conclusion briefly addressed them, congratulating them on their smart appearance, and expressing the hope that they had enjoyed their period of training in that country. The experience they had gained in the great naval depots would prove to be seed for very fruitful development of naval training in the Colonies.

There are now three gunboats on order in Great Britain for Australia. For once we in Canada have been taught a lesson by our Southern cousins. They have led and are leading the Empire in this matter of Naval defence. It is "up to" us now.

A South African Opinion.

THE South African point of view respecting the Defence Conference is pretty well indicated by the short editorial here reproduced from that excellent monthly, *The State*, published at Cape Town:—

Obviously if the race for armaments goes on this division of the burden cannot continue. There can be no question at the present day of dividing the cost of the defence of the Empire in proportion to the revenues or population of the several portions of the Empire. The oversea dominions are young and must spend all the money they can afford in developing their territory. But unless we are to allow the British Navy to fall below the standard which will make it the undoubted superior of any probable rivals, unless we are to invite attack or irresistible pressure from outside, unless we can contemplate without dismay the possibility of naval war, which, whatever its outcome, will certainly ruin our industries, we in South Africa and the other colonies must begin to do our share. The oversea dominions can at least undertake the burden of the land defence of their own frontiers and take the protection of their harbours and dockyards off the shoulders of England. But before we can do anything effective we must learn from an authoritative source the scale and disposition of naval and military defences and the expenditure which is required in view of the preparations of other nations. It is precisely to draw a statement of the problem of Imperial defence that the Defence Conference was summoned. When we know what is required we can begin to consider how the expense is to be borne. The Defence Conference will do the preliminary work of settling the plan. The Imperial Conference of 1911 will have the more difficult task of apportioning the cost.

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The Lost Mine Myth

EVERY mountain range from Maine to Mexico has its mysterious lost mine fable, of which the Pegleg and the Breyfogle in Nevada are perhaps the most famous, for these two are not limited to local liars, but are told by old prospectors and newspaper reporters from one end of the land to the other, wherever mining items interest. A company has recently been floated, claiming to have recaptured the stray Breyfogle.

Locally, in the Eastern Townships of Quebec, Orford, Stoke and other mountains have their little story, each of a man lost in the hills who picked up a rock to shy at an imaginary wolf, or grabbed a chunk of bed-rock just as he was slipping over a precipice, or uncovered untold wealth under his camp-fire, the melted metal running in tiny rivulets through the ashes (although it would require several degrees more heat than a fire of sticks could produce to melt any of the precious metals, but that is trivial in view of the fact that traces of the fire were afterwards found) but, overtaken by night, got so confused, that, after having found himself, never again could he locate the spot. Or often the exposure and hardships of the night brought on fever and the man died, leaving only his blessing and the story to his family.

In Orford the find was copper, in Stoke gold or silver, in Prospect Hill "a nugget as big as the yolk of an egg," strange to say, parted in the middle, half remaining in the ledge and half in the piece broken off. The time and effort spent in the vain endeavor to locate these fairy finds would surprise you. And you might as well argue with a man who thinks a hazel twig has a mysterious affinity to water, when that water is several feet under ground, as to talk sense to one struck with the lost mine mania.

In Emberton, it is the "Lost Stone Mine," and the finder carved an Indian and an arrow on a birch tree, so many paces from a range post. If you doubt the story, for \$5 or perhaps \$50 if you look easy, a native will take you to that post. What better proof do you want of the truths of the tale?

And so round each little mountain range, you will find your old inhabitant with his tale of vanished treasure, which it will be just as well for you to accept, for if you try to use reason, you will find you are "up against it."

In one place, a vein of asbestos with five inch fibre, has crawled into some crevice and pulled the crevice in after it. This was not figured on when the Amalgamated put out its claim to 70 per cent, of known supply, in Quebec.—*The Canadian Mining Journal.*

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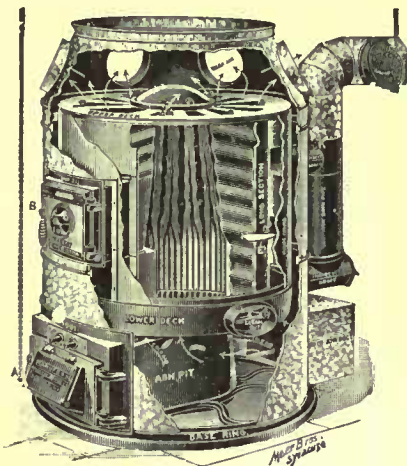
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Looking Backward.

MR. Sylvester Mackay of the township of Pickering, Central Ontario, the other day told the readers of the *Weekly Sun* of Toronto of the difficulties the early settlers had to encounter. His looking backward is quite interesting and it is another reminder of the good times we are living in.

"My grandfather," said Mr. Mackay, "came from New Jersey after the Revolutionary War and landed at Lynde's Creek, down near Whitby. The latter part of the journey was made in a small boat and this same boat afforded the only means by which his supply of flour was brought from Kingston—130 miles along the shores of the open lake—in the first few years after locating in his new home. It was all bush along the Lake Ontario front in that day, and I have heard my father say that more than once, when hunting the cows in woods, he has been overtaken by darkness and forced to lie down, with a moss-covered root for a pillow, and wait, for daylight in order to avoid getting lost.

"The first years were discouraging in other ways," Mr. Mackay went on. "In one summer after grandfather settled near the lake front there was frost in every month. Even on this place, in my early days, there was frost as thick as a pane of glass in June, and more than once the shocks of wheat were green on top with the sprouted grain. Strange to say, my grandfather, after surviving the dangers of pioneer life, and the war of 1812, died of measles.

"It was not," said Mr. Mackay, turning to his own experiences, "the logging and burning that made up all the hardships of the early days. There were no self-binders, hay-rakes and other labor-saving implements at that time. Everything had to be done by hand—the grain cut with a cradle and the hay put up with a hand-rake. But it was marvellous what some men accomplished even with these primitive tools. I remember once, when I was going away for a day, I told a man we had then, to start cutting at a five acre field of oats. I was astonished when he asked me what he should do when he got through with that job. I told him he might lie down. My surprise was greater when I returned, with the sun still well up, and found the cutting completed. That was merely one day. Day after day I have swung the cradle through the heavy grain. Even harder was the cutting and curing of the hay. It was all cut with a scythe and then three men put it up in windrows—one going first with a hand-rake, a second following with a fork and the third with another rake. It was slow work. A lad of fourteen will do more with a horse, riding at his ease, in one day now than three stout men would with the hardest kind of labor at the time I speak of. Time and again, after a day, in the old time harvest field, I have got up next morning so stiff and sore I wondered how I would ever get through with what was before me. Nor was this the end. After the harvest was in every bushel of grain had to be threshed out with a flail or trampled out with horses. You could not hire a man, at any wage, to do such work to day. Our first reaper was one made by the Joseph Hall works, Oshawa, a combined reaper and mower. One man drove while the other shoved the sheaves off with a fork. The Johnson self-raking machine came later. The first binder used wire for binding."

DEPARTMENT OF TRADE and COMMERCE
OTTAWA, CANADA

Canadian Government Trade Commissioner Service

IN THE
UNITED KINGDOM

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in the United Kingdom :

- P. B. MACNAMARA**, Canada Chambers, 36, Spring Gardens, Manchester.
- W. A. MACKINNON**, Room 39 and 40, Central House, Birmingham.
- E. D. ARNAUD**, Sun Buildings, Clare Street, Bristol.
- W. G. FISCHER**, 87 Union St., Glasgow.
- F. A. C. BICKERDIKE**, 28 Waring St., Belfast.

_____, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

Commissioners and Agencies have also been established in other parts of the World, as follows :

- Australasia—**
J. S. Larke, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
- D. H. Ross**, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.
- China—**
J. B. Jackson, 15, Kiukiang Road, Shanghai, China.
- Cuba—**
E. Kirkpatrick, Havana.
- France—**
A. Poindron, 101, Rue, Réaumur, Paris.
- Holland—**
W. T. R. Preston.
- Japan, China and Corea—**
Gordon A. Harris, 14 Bund Room B, Yokohama
- Mexico—**
A. W. Donly, Rebeldes No. 6, Mexico, D.F., Mexico.
- Newfoundland—**
J. E. Ray, Gazette Building, Water Street, St. John's.
- Norway—**
C. E. Sontum, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.
- South Africa—**
John A. Chesley, Rhodes Building, Cape Town, Cape Colony.
- H. R. Poussette**, Durban, Natal.
- West Indies—**
E. H. S. Flood, Bridgetown, Barbadoes.
E. A. H. Haggart, Kingston, Jamaica.
R. Bryson, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. Horsford, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands
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The College is a Government institution, designed primarily for the purpose of giving the highest technical instructions in all branches of military science to cadets and officers of Canadian Militia. In fact it is intended to take the place in Canada of the English Woolwich and Sandhurst and the American West Point.

The Commandant and military instructors are all officers on the active list of the Imperial army, lent for the purpose, and in addition there is a complete staff of professors for the civil subjects, which form such a large proportion of the College course. Medical attendance is also provided.

Whilst the College is organized on a strictly military basis, the cadets receive in addition to their military studies a thoroughly practical, scientific and sound training in all subjects that are essential to a high and general modern education.

The course in mathematics is very complete and a thorough grounding is given in the subjects of Civil Engineering, Civil and Hydrographic Surveying, Physics, Chemistry, French and English.

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One in the Engineers and one in the Horse Artillery.

One in the Cavalry or Mounted Rifles and one in the Garrison Artillery.

Further, every three years a commission in the Ordnance Corps will be given to the graduating class.

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The annual competitive examination for admission to the College will take place at the headquarters of the several military districts in which candidates reside, in May of each year.

For full particulars of this examination or for any other information, application should be made as soon as possible to the Secretary of the Militia Council, Ottawa, Ont.; or to the Commandant, Royal Military College, Kingston, Ont.

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