

Canadian Life & Resources

Vol. 2

October, 1904

No. 10

# RESOURCES

OF  
*British North America*

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no 10



A MONTHLY REVIEW of the Developed  
and Undeveloped WEALTH of the  
DOMINION of CANADA and of NEWFOUNDLAND

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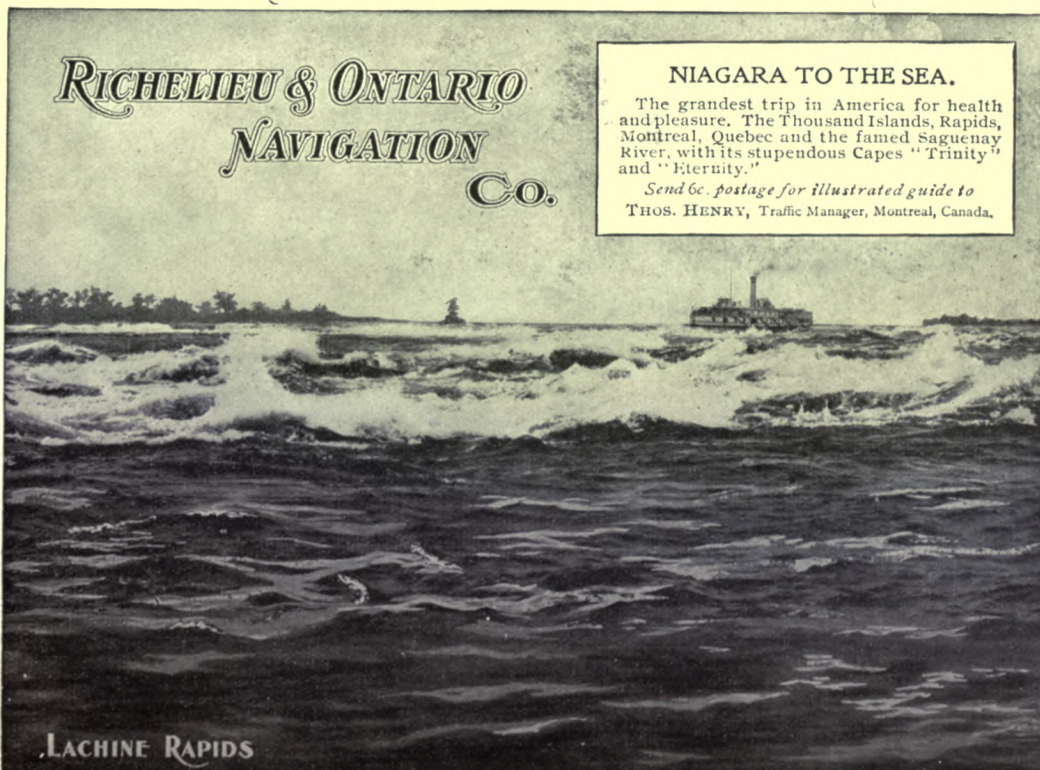
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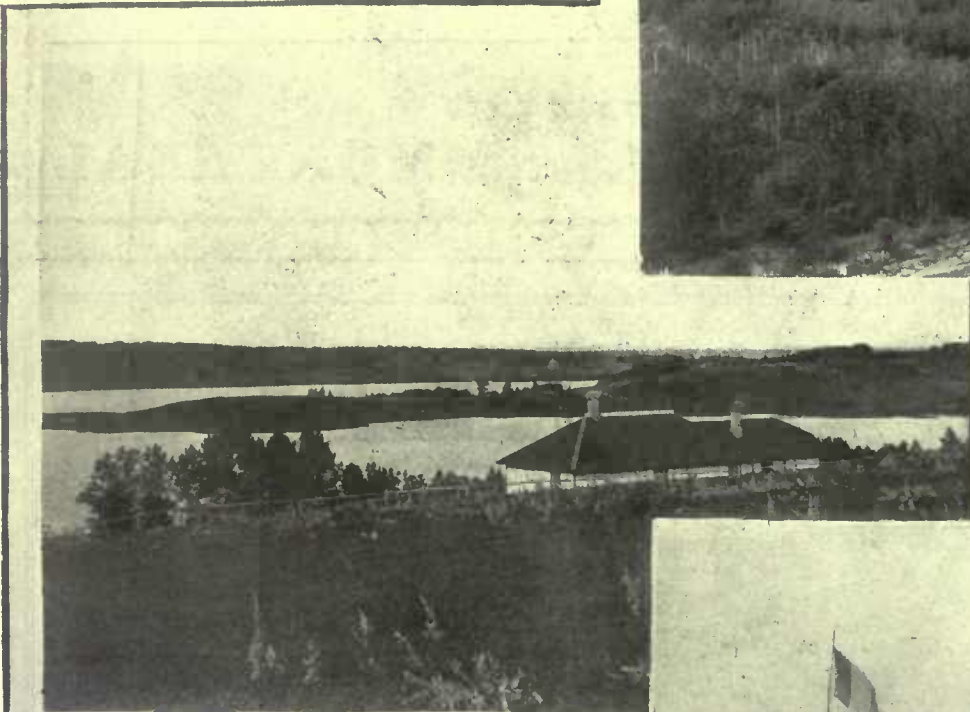
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NORTHERN ALBERTA



A RANCHMAN'S BUNGALOW  
IN NORTHERN ALBERTA



BELGIAN RANGE CALGARY.



# RESOURCES

DEVELOPED AND UNDEVELOPED OF BRITISH NORTH AMERICA

Vol. II

MONTREAL, QUE., OCTOBER, 1904

No. 10



RANCHING SCENE IN ALBERTA—A BAND OF HORSES.

## The Climate of the West

ALBERTA, SASKATCHEWAN AND ASSINIBOIA

TO the man who intends to settle in the Far West of Canada, few questions are of so much importance as that of the climatic conditions under which he will have to live. If there are still a few Canadians who regard this great region of their country as almost within the sub-Arctic zone, it is small wonder that Europeans and Americans should think of this part of the Dominion in the name which Kipling, in clever ignorance, gave to Canada "Our Lady of the Snows." The popular idea that the further north you go the more severe becomes the climate is a very erroneous one. The mildness of the climate of many parts of the North-West Territories is one of the strongest arguments in favor of settlement there. The open nature of the country in Alberta, the clear dry atmosphere and abundance of bright sunshine, with its elevation—about 3,500 feet above sea level—all tend to make this territory one of the healthiest

places in the world. The winter in Alberta is a season of bright, cloudless days, infrequent and scanty snowfalls, frequent and prolonged spells of warm weather, heralded by the famous Chinook, which is the grand characteristic of the climate. Upon this wind,

so-called because it blows from the region formerly inhabited by the Chinook Indians (on the banks of the lower Columbia river), depends the weather of this whole region. It is a warm, dry wind, blowing over the Rocky mountains and across the plains from the heated Japan current of the Pacific ocean, and its chief characteristic is its power of rapidly melting the snow, or almost, as it might be said, of drying it up. To it is due the pleasing dryness of every hollow on the prairie,

even the deepest coulees or ravines. The effect of this wind in the winter may be described as little short of miraculous in its clearing away of the snow, always scanty in amount, with amazing



Map of Canada—with portion marked black showing position and extent of the North-West Territories

## RESOURCES

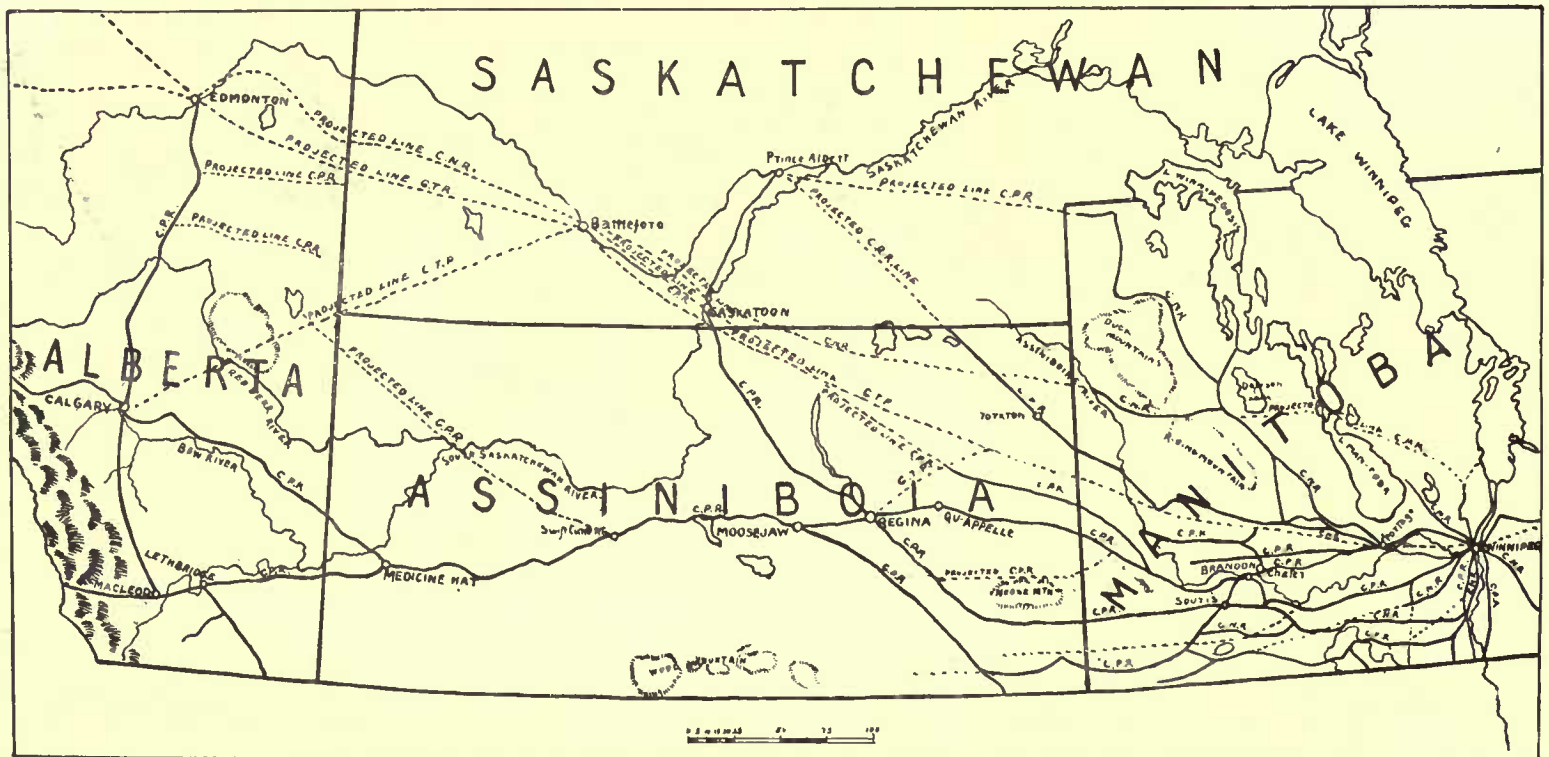
celerity. A gale from the north will blow for a day or two, powdering the prairie with drifted snow, and at times sending the cattle, horses and wild game to the shelter that the coulees or ravines afford. Then the wind lulls, and a breeze from the west springs up. It is the warm chinook, in balmy contrast to the biting eastern or northern snow gales. Generally a few hours suffice for the disappearance of all traces of snow, and cattle and horses are once more dispersed over the ranges, feeding on the hay provided by nature for the herds and flocks during winter in this favored land.

It is into Assiniboia, Saskatchewan and Alberta—the great regions forming the North-West Territories—that the majority of immigrants are now pouring. The rapidity with which these vast virgin areas are being developed is the amazement not only of every European traveller, but of the Eastern Canadians themselves. Calgary, Edmonton, Prince Albert, Medicine Hat, Macleod, Leth-

bridge, Regina, Qu'Appelle, Battleford, are trim, neat little towns, with beautiful buildings of all kinds. Around them are rich tracts of wheat and ranching lands, giving sustenance and even wealth to a fast increasing number of settlers.

Upon the climate of this great North-West there is a special district weather report in the Annual Blue Book lately issued by the Department of Agriculture of the North-West Territories. With the statement of this department that the large demand for information with regard to the climatic conditions and crop yields of the Territories by people in every part of the world, justifies the labor and time devoted to the compilation of meteorological and crop statistics we entirely agree. It may not perhaps be presumptuous for us to add that the whole of this report is admirably drawn up and is full of interest to those wanting information about such subjects as the crops, live stock, agricultural experiments, transit and markets, colonization, public health, etc.

In the sketch map on this page will be found the towns mentioned in this weather report, which gives a more accurate and vivid picture of the actual month to month climatic conditions in this region than many square yards of meteorological tables. The report is as follows:



SKETCH MAP SHOWING TOWNS MENTIONED IN SPECIAL WEATHER REPORT OF THE DEPARTMENT OF AGRICULTURE OF THE NORTH-WEST TERRITORIES.

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**JANUARY 1903.**—The month of January has not been stormy, and, while fairly cold in the more northern and eastern portions of the Territories, it has been exceptionally mild further west. The first five days were comparatively mild at all points, but then north-westerly gales set in, a heavy snowfall occurred in Eastern Assiniboia, the weather became colder and for some days

spell was rather hard on stock. *Qu'Appelle*—Weather delightful; business brisk; grain pouring in rapidly.

**FEBRUARY.**—The month of February was a continuation of January weather, being for the most clear and bright with but one fall of snow, amounting to about five inches, which quickly disappeared from the bright sunshine which followed. The snow had the effect of furnishing the range stock with much needed moisture. Stock is all looking well and very little fodder has as yet been used. Ranchmen feel pretty safe as they have an abundance of fodder, even if the spring should turn out stormy and disagreeable. *Medicine Hat*—The first half of February was changeable with some low temperatures, finishing with clear, bright weather; stock passed through the winter months well. *Qu'Appelle*—Weather of the month mild and pleasant.

**MARCH.**—In Alberta it has been a very cold month with a lower mean temperature than in February. Temperatures much below zero were recorded on many days, the lowest dip occurring between the 8th and 14th when on several nights it was more than 20 degrees below zero. Further east, in Assiniboia and Saskatchewan, very similar conditions prevailed, nearly the whole month being cold and wintry with occasional light snow. The following are reports from observers: *Calgary*—March has been a cold and disagreeable month with comparatively little sunshine and a prevalence of south-east winds up to the 28th, when milder conditions prevailed. The month did not terminate lamblike, however, as about 9 p. m. on the 31st a rain set in which turned to snow accompanied by high north-west winds. The weather has been unfavourable for range cattle as the wind and the cold weather packed the snow very hard and fodder was difficult to pick up on the prairie. Blue birds were noticed on the 30th, but robins or gophers have not yet made their appearance. *Edmonton*—Sleighting practically gone; season later than usual. *Medicine Hat*—The weather throughout March has been cold and wintry; deep snow reported in some parts of the district and some loss amongst

weaker class of cattle. *Prince Albert*—Spring cold and backward; snow barely started to leave. *Qu'Appelle*—Crows and hawks seen on the 30th. No advance in vegetation, wheels generally used; spring work has not yet begun. *Swift Current*—Month set in cold and stormy; snow continuing on ground all month; season backward, more so than for many years; a rise in temperature during the last few days, snow clearing and water flowing over the ice. *Regina*—Cold up to within last week when it turned very mild; snow all gone on prairie; two inches fell here at intervals during the month; hawks, gophers, geese and ducks reported at Gatesgarth, and gophers here, on the 31st.

**APRIL.**—In the Qu'Appelle Valley very favourable conditions prevailed generally, but north and west of the Qu'Appelle the season has been cold and very little seeding has so far been accomplished. *Calgary*—April weather, while a great improvement on that of March, having many warm days with few storms and lots of bright sunshine, still had a preponderance of cold nights which retarded vegetation. The prairie is just assuming a garb of green, but few flowers or leaves have as yet made their appearance. Range stock have for the most part wintered well and the loss will not be so heavy as feared at the beginning of the month. Seeding is pretty well advanced. *Battleford*—Prairie fires have been burning for a couple of weeks past; no growth yet and no seeding done, the weather having been unfavourable and raw throughout the month. *Prince Albert*—Ice broke up in river on 23rd; is still running; water unusually high. *Edmonton*—Spring very backward; very little seeding done yet; many small birds not arrived. *Medicine Hat*—Weather during the month has been fine and dry; vegetation is now requiring rain; prairie fires have been very frequent. *Qu'Appelle*—Seeding commenced two weeks earlier than last year; wheat all sown and mostly up; oats being sown now; 10 to 15 per cent. increased acreage; prospects very bright.

**MAY.**—The weather was for the most part fair and dry up to the 16th, somewhat colder than average from Regina west; after this, and during ten days, rain became general, and a good deal of snow fell in the more western districts; near the mountains it was reported as a heavy snowstorm. *Calgary*—May weather has been for the most part cold and backward with very heavy snowstorms accompanied by high winds about the middle of the month. Although the storm was severe, comparatively little damage was done to stock that wintered in the country, but stock brought in in the spring suffered severely. Heavy frosts prevailed during the month up to the 24th, which greatly retarded vegetation. Leaves partly out were blackened and set back. During the last week, however, the warm weather has developed grain, grass and leaves, although everything is sadly late. Cattle, on the whole, have done fairly well and ranchmen have had another good year. *Edmonton*—Crops all in and looking splendid, rain needed in some quarters to put out heavy bush fires. *Swift Current*—After the middle of the month there was a severe storm with heavy rain and snow, accompanied by strong winds and continuing the greater part of one week; some loss reported in stock through storm, though not as heavy as at points east and west; gardening operations retarded, but now picking up; some good results expected by the new farmer settlers. *Battleford*—The month has been very cold and wet; vegetation backward; seeding all done and conditions very favourable now. *Medicine Hat*—Fine and springlike weather up to the 17th, followed by a very cold week with rain and snow, causing some loss among stock. *Regina*—Cold and dry up to the 16th, except slight rains on the 2nd and 3rd; heavy rains 17th to 29th; sharp frosts mornings of 9th, 18th, 19th and 21st; last days of month very warm. *Qu'Appelle*—Whether fine and warm; vegetation growing rapidly.

**JUNE.**—Observers in the North-West Territories are unanimous in reporting the season as most favourable and crops well advanced. There were a very few light scattered frosts, but nothing that did injury, and the only unfavourable feature was a somewhat scant rainfall. *Edmonton*—Crops are two weeks in advance of last year; weather very favourable. *Calgary*—June was very favourable to the vegetation of the country as well as being very agreeable; frequent showers supplied a sufficiency of moisture for the young crop, and everywhere the farmer is contented. A feature of the month was

warm nights in comparison with average nights out West. Grain, roots, grasses, vegetables and everything are very forward, grass being at least two weeks earlier than last year, and an abundant hay crop is assured; cattle and all live stock are very fat, and beef will be ready for export much earlier than last year. *Battleford*—The first part of the month was very dry, but the rain of last week righted everything and crops could not look better. *Medicine Hat*—Dry and warm weather during June; rain needed locally; districts to south and east report some rain; both stock and feed are reported as quite satisfactory. *Prince Albert*—The weather has been dry, but recent rains have been beneficial to the crops which promise to be above the average. *Qu'Appelle*—Crops are in excellent condition; plenty of rain; weather warm and favourable to growth.

**JULY.**—Alberta suffered again as it did last July from a superabundance of rain attended by cool weather and an absence of heat. In northern Saskatchewan also much the same state of affairs prevailed. As a consequence harvest conditions are backward in these localities. Elsewhere, however, in the Territories the outlook is extremely promising. *Calgary*—July weather has been somewhat cool with a great number of showers, raining on sixteen days. Vegetation is quite rank and so far every prospect indicates a record yield in hay, grain, roots, etc. Stock of all kinds are abnormally fat but the wet weather has kept the grass soft and hindered the ripening of the beef for export. Fears are entertained in some places that the splendid crop of hay will be hard to secure owing to the protracted wet weather. *Edmonton*—Crops very rank growth; too much rain and cold weather. Hay and roots a magnificent crop. *Battleford*—Crops looking very well; haying very bad so far owing to so much wet weather. *Medicine Hat*—July weather has been fine with some light rains. Hay harvesting has commenced. The crop of grass is reported good generally. *Swift Current*—Rainy month; changeable weather; everything a little backward; haying just commencing but stock and crops looking well. *Qu'Appelle*—Crops continue to advance rapidly; harvesting expected to begin about the 23rd; a very large yield anticipated.

**AUGUST.**—*Calgary*—August weather, like that of July, has been cool and cloudy with some very heavy rains which have had the effect of retarding the ripening of the heavy crops with which the old country abounds; and although in some places barley and oat harvesting has commenced, the majority of the crops are quite green; haying has been very much retarded by the wet weather, and although the crop is abundant comparatively little has been saved. Cattle, although very fat, are still too soft for profitable export; roots and vegetables of all kinds are abundant and large and still growing. Should September prove fine and warm, a very large harvest will be guaranteed. *Regina*—August was cool and cloudy; rain on eleven days, total 3.27; violent thunderstorm with some hail on the 17th; no frost yet; wheat harvest just commenced. *Medicine Hat*—Dull and cloudy weather prevailed during August, frequent light rains have delayed harvest work; hay and grain crops reported fairly average. *Swift Current*—Some heavy rains and thunderstorms during August have delayed work; haying not nearly finished; feed plentiful; stock in good condition. *Qu'Appelle*—Harvesting delayed by recent wet weather, but now in full swing, crop heavy, sample excellent, no damage as yet. *Battleford*—Grain cutting commenced a few days ago, majority ripening nicely; haying far behind.

**SEPTEMBER.**—A marked feature of the month was a severe storm which moved northward and swept over the north-east and east. A heavy gale prevailed, but however did not extend far into Assiniboia, and this also true of the precipitation. Broadview, Assiniboia, may be taken as the most westerly limit of the storm; beyond this to



GENERAL VIEW OF EDMONTON FAIR—1904

about Regina soft, melting snow fell during the afternoon and night of the 12th but the accompanying winds were not so strong. The storm did not extend to the western points of Assiniboia and Saskatchewan nor into Alberta. A light snow storm occurred on the 12th in parts of southern Alberta and western Assiniboia. *Calgary*—September weather has been very unsatisfactory alike to the farmer and stock men; for the latter the grass has remained too soft and green to fatten cattle for profitable export and the weather has been too wet and cool to cure hay or permit satisfactory ripening of the crops. Snow fell on the night of the 12th and forenoon of the 13th to the extent

## RESOURCES

of 4 inches ; it quickly melted away and did but little damage. Comparatively little damage was done by frost, the thermometer showing but four degrees of frost till the night of the 29th when six degrees were recorded, but all the grain intended for the threshing operations was then cut, although a great deal of green feed remains standing. Roots and vegetables of all kinds are very bountiful and well advanced. *Regina*—September cool ; first frost, minimum 29 degrees, on the morning of the 4th, snowed afternoon and night of the 12th, followed by a frost with a minimum of 28 degrees ; here snow melted as it fell and there was no damage, but we understand there was damage in outlying districts. The worst of the storm was east of Broadview ; the thermometer recorded 21.5 on the 16th ; end of month bright and warm. *Prince Albert*—Harvesting and threshing very much delayed by unsettled weather. *Medicine Hat*—Cloudy, dull weather during September with low temperatures, harvest work kept back to some extent by frequent cold show-

caused some destructive prairie fires. Cattle shipments continue slow in the district. *Qu'Appelle*—Harvesting progressing rapidly owing to fine weather, considerable grain being marketed.

NOVEMBER.—Unseasonably fine weather prevailed throughout the North-West during the first ten days, but on the 14th zero temperature had been recorded in the more northern districts. On the 18th twenty below zero was recorded at Calgary. After the 25th comparatively mild weather became general and continued to the close of the month. No severe wind storms occurred. *Calgary*—The weather for the first half of November was very fine and cattle on the range put on a lot of beef. After the 15th the temperature ranged from zero to 20 degrees below for about ten days, when better conditions prevailed and the six inches of snow that fell during the cold snap gradually disappeared. Cattle are all looking well and ranchmen, with good pasturage and a large quantity of hay in stock, are anticipating a good year.



HOMES OF GALICIAN SETTLERS

ers. *Qu'Appelle*—Grain all cut and stacked ; threshing commenced ; yield very good and quality better than expected. *Battleford*—Grain all cut, majority of it very good, balance slightly touched by frost and considered No. 2 ; hay plentiful.

OCTOBER.—October has proved a delightful month, particularly following the cold, gloomy weather of the previous three months. Lots of sunshine and dry winds have cured the grass almost to perfection, and the range stock have materially improved and will go into winter in very good shape. Threshing operations have shown good results, with a very good yield and a good sample. Fall wheat has been a very full crop and will be more largely sown in future years ; roots and vegetables are a very plentiful crop and of good quality ; pansies and other hardy flowers are still blooming in the gardens. *Battleford*—The month has been very dry and prairie fires have done damage ; threshing is not completed yet, the yield is fairly good but the quality of the wheat is considerably damaged. *Prince Albert*—Operations very much retarded by unfavourable weather beginning of month, but now progressing favourably. *Swift Current*—Exceptionally fine month, some very warm days. Large area of pasture burned by prairie fires ; stock in good condition. *Medicine Hat*—Fine open weather during October ; frequent dry winds have

*Medicine Hat*—Weather during November was cold and wintry with some very low temperatures. Range stock in good condition. Feed plentiful. *Qu'Appelle*—Grain coming in freely, prices good ; sample not as good as previous years. *Battleford*—Sleighing very poor. *Prince Albert*—Sleighing very bad. Timbering very much hindered by lack of snow.

DECEMBER.—The chief characteristics of the December weather were phenomenal mildness in the more western districts. *Calgary*—December has been probably the most pleasant month of 1903. Lots of bright sunshine, very little wind, practically no snowfall and only two cold snaps which lasted only a short time. Cattle are quite as fat as on October 1st, and no hay has yet been fed. Prairie fires have spread over parts of the country, but, unless in one or two districts, no great damage has been done. During the night of the 23rd the phenomenon of a December rain occurred and the 24th was very much like a spring morning. *On Christmas and the following day cricket and tennis matches were played, the contestants appearing in summer flannels.* *Medicine Hat*—The weather during December has been exceptionally fine and mild, southerly winds and clear sunshine making it very agreeable. *Prince Albert*—Roads very bad from lack of snow.

N. B. The italics are inserted by us.



# RESOURCES



ASSINIBOINE AVE.

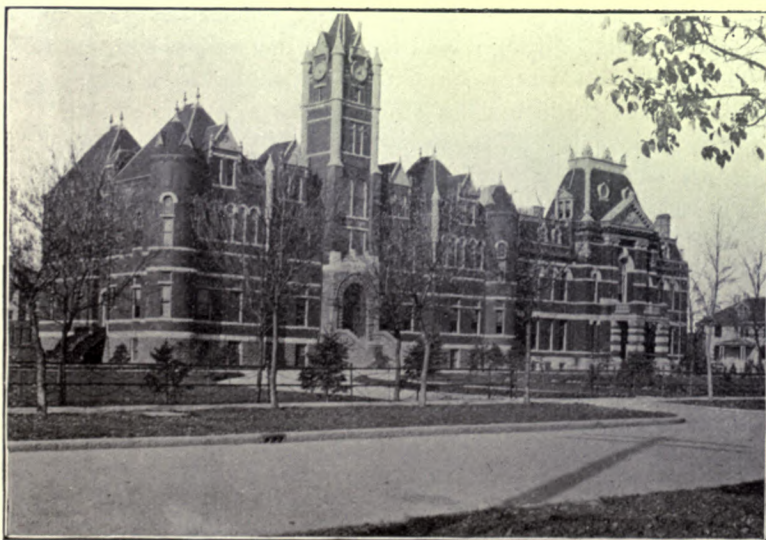


KENNEDY ST.

(RESIDENTIAL DISTRICT)



CITY HALL SQUARE, WITH MUNICIPAL BUILDING ON THE LEFT



THE LAW COURTS



HUDSON'S BAY COMPANY'S STORE, MAIN ST.

VIEWS IN WINNIPEG—THE WONDERFUL CITY OF THE WEST

# Our Point of View

HOW many centuries have yet to elapse, we wonder, before the average Englishman will believe that nowhere in this country, save in exhibitions and shows and upon gala days on the reservations, can Indians be seen in their ancient costumes; that many of them are as civilized as he is and dressed in much the same way, and that only a small remnant of them are any longer nomadic and roam the plains and woods, but that by far the greater number of them—more than 80 per cent., or 87,000—are located on reserves, where their labors are directed and assisted, their children educated, and all their needs, moral and physical, looked after by a Government which has constituted them the wards of the nation. From the annual report of the Department of Indian Affairs for the year ending June, 1903, it appears that there were 292 Indian schools of all classes in operation at the close of the fiscal year, at which 9,830 children attended. Combining benefit to the commonwealth and themselves, the Indians earned last year in wages \$1,278,394, furnishing labor in some localities which it would be difficult, if not impossible, to supply from any other source. They cultivate more than 120,000 acres of land; the value of their farming implements is \$520,000, their live stock and poultry is estimated to be worth \$1,508,726, and their real and personal property is of the value of not less than \$22,000,000.

Canadians have recently been at some trouble to have corrected the old style English school geographies which gave the youth of England an idea of Canada as an ice-bound region peopled by rough settlers and roving Indians. Now, apparently, the revised geography which Lord Strathcona has been instrumental in introducing into the schools there, will have to be sent round to the editors of some of the British half-penny papers. In the *Daily Mail* of August 27th, there appeared an illustrated article upon the new Grand Trunk Pacific, which contained as many absurdities as could well be got into any article of the same length.

Under the heading, "Mapping Out A Railway; the thrilling story of a new British enterprise," there appeared a very rough map of the route of the new line, two pictures of incidents in the survey of the line which must have made the Grand Trunk officials stare and wonder whether they knew their own country, and quite a lengthy article of the most misleading and erroneous kind. The following extracts will give some faint idea of what this whole article was like:

"The great difficulty (in the construction of such a road) is due to the inaccessibility of the country, and hardships and privations are being undergone to-day in surveying the land. *In the case of the Grand Trunk Pacific, all that was at first known of the country through which the line is to pass was that it was bounded by the Canadian Pacific on the south and by the Hudson Bay and Arctic Ocean on the north.*"

Such a statement as this passes our ability to refute—it being an indictment against not only the common-sense and business ability of the Grand Trunk Railway officials who have planned the road, and of the Dominion Parliament which has agreed to help in building it, but also of the sanity of the whole Canadian people who are enthusiastically in favor of it.

We wonder what the thousands of settlers in town and country, who are already on the land through which the line will pass, think of it. But to continue the article:

"The maps also showed a few rivers running north and south, with a Hudson's Bay post here and there on the banks. This was all that was known about the far interior." The writer goes on: "Look at your twentieth century map of Canada, especially the Province of Ontario. There is not a town north of the railway and scarcely a stream is correctly mapped. So, in the spring of 1903, when the ice broke up on the rivers, they gave a handful of engi-

neers each a government map and a pocket compass, and a canoe and some provisions, and sent them out to seek a path for the Grand Trunk Pacific. . . . They all followed the well-worn Indian trails and water courses to the most convenient Hudson Bay posts. All that the Hudson Bay factors and the Indian guides knew was that there was a stream running in a certain direction which led to the railroad track. Anywhere beyond a radius of ten or twenty miles was as unknown to them as Peru."

Taken literally, we doubt whether such a picture is true of any part of the route. Every Canadian school possesses maps on which, from the early wanderings of the Jesuits before the British conquest, down to the government surveys of our own time, all important rivers are exactly given from rise to fall. Of some parts of Quebec and New Ontario little is known by the general public, although of the enormous forest reserves, accurate and detailed knowledge is possessed by the Crown Land officials, whilst hunters and tourists know intimately many hundreds of miles of the country back from the settled land, but for the greater part of the western section of the route between Winnipeg and the Pacific coast, the railway will run through land not only explored but actually settled. Between Winnipeg and Saskatoon it will pass for a distance of hundreds of miles through a comparatively thickly settled agricultural district, whilst at Battleford and Edmonton, far beyond, it simply catches up with thriving towns and settlements. On this point we can substantiate our word by the official report of Mr. C. W. Speers, general colonization agent, contained in the Annual Report of the Interior for 1902-03: "The settlements throughout the Territories are penetrating far into the interior, and it will be difficult to construct railways to meet the requirements and carry the produce of these districts to profitable markets in time to suit settlers. I may say that the district between Yorkton and Prince Albert is almost one continuous settlement, a distance of 300 miles, and the same may be said between Prince Albert and Edmonton, a distance of 400 miles approximately. This may be called one continuous settlement, with a thrifty, progressive class of people, who are only waiting the construction of common carriers, which can scarcely be termed a colonization road, as colonization has preceded construction, and already the products of these districts warrant a carrier." Since the date at which this was written, thousands of new settlers have flocked into this region.

But to continue our journey of discovery through Canada with this precious chronicler:

"So the engineers came to the conclusion that they must depend on their own resources and they collected a gang of Indians and started cutting a trail through the woods, etc., etc."

Then follows a description of their difficulties from dancing compass needles "which plainly proved the existence of iron" but "was inconvenient as the compass and the sun was all they had to prevent themselves from getting lost," to obstructions in the form of lakes "not even suggested on the government map" and lack of provisions. "Some of them (the surveyors) got so far as to begin to understand the inscrutable ways of the Indian canoemen and axemen". But presently winter came on with its "40 below" and then their troubles began in real earnest. "One day an Indian in one of the camps became sick and died. And then there was a panic in that camp, there were eighteen Indians and three white men in that party and the white men buried the dead Indian on the trail as deep as he could in the hard frozen earth. The Indians eyed each other sullenly and mumbled together, then refused to work."

The gem of the whole article, however, is the illustration depicting this burying scene. In the foreground is the dead Indian, lying wrapped up in his blanket; just behind are two heavily-furred

men digging a grave with pickaxes, whilst behind them in a picturesque attitude of defiance is a group of Indians apparently in full war costume with ferocious-looking feathers in their hair. The writer and the artist, whoever they are, may on the strength of this fairy picture in pen and pencil give up mere journalism and go into story telling. They have an immense future before them.

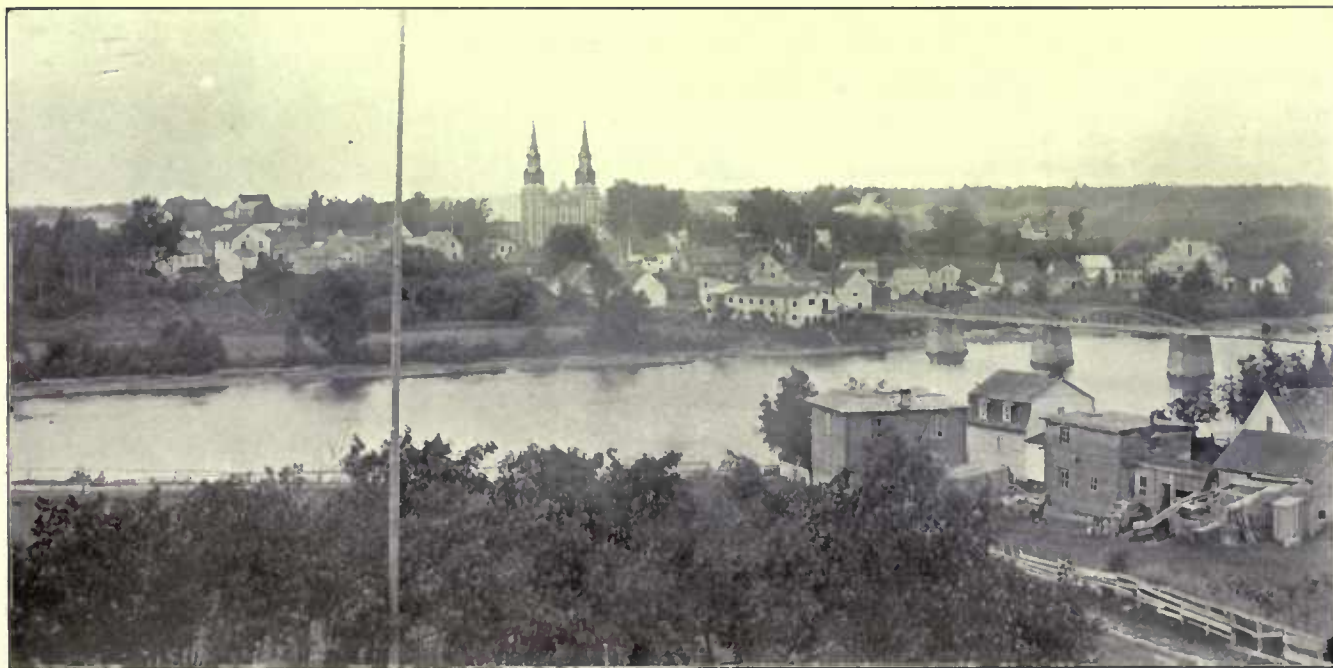
The other illustration is labelled "One method of making a cache" and represents a white man and an Indian (in blanket and feathers) hoisting a great package of food into an immense tree for the surveying parties where it will be out of the way of wild animals, whilst another Indian also in feathers is swarming up the great tree trunk like a bear to secure the food. There is a great deal more containing thrilling incidents of flood and field which we have not space to notice.

The entire article leaves the impression that the whole of the country through which the Grand Trunk Pacific will pass is an unknown and dreary waste—there is not one sentence or one word to convey any idea of the vast agricultural and mineral wealth of much of the country to be traversed, of the unexhaustible crop of splendid timber, of the matchless wheat land in Manitoba, already thickly settled, and of the North-West Territories into which settlers have been pouring for the past two or three years—nothing to show that the writer knew anything either about the Grand Trunk Pacific Railway or any part of Canada itself. As every one in this country knows, the line west of Manitoba will run for a thousand miles or nearly a third of its distance through, first in Assiniboia and Saskatchewan a fine rolling park country covered with beautiful lakes and streams and already filling up with settlers, where luxuriant grasses grow in the hollows for hay and the soil is so rich that no fertilizers are needed to grow the finest crops of wheat and oats; then in Alberta through a splendid ranching country where cattle and sheep are raised every year in vastly increasing quantities and where a clear, equable, healthy climate makes life a delight and that it will pass on its way through thriving towns and villages lighted by electricity, with well-built churches and schools, hospitals, with beautiful homes and indeed all the

essential requirements of civilization. In Quebec and Ontario the line will traverse the natural home of pulp wood, possessing a value which was undreamed of twenty years ago and only waiting the woodman's axe to be turned into the necessary pulp and paper. In Northern British Columbia, too, it will open up vast forests and fine ranching country. That the road will pass through wild regions is of course undeniable, but they do not comprise as this jejune writer would suggest the greater part of the track. As we said in our February issue in the article "The New Highway," there is no limit to the work of development that the Grand Trunk Pacific Railway and its numerous ramifications throughout the length and breadth of the Dominion will inaugurate. Pouring the products of Mid and Eastern Canada Atlanticward, and doubtless becoming a sea-carrier to the markets of Europe as well, it will, through its Western terminal, carry in its own bottoms the abundant wealth of the plains, mines, forests, rivers and lakes of the Canadian West, to the Orient,—to the New Japan, to China and India, with their teeming millions,—to Australia and New Zealand, ambitious and progressive sister nations. The Railway will further secure to Canada the Yukon trade, and enable her to compete successfully with Seattle, Portland, San Francisco and other United States Pacific ports, not only for inter-coastal trade, but also for the greater rewards that lie in trans-oceanic traffic with Asia.

In a word—what the Cape-to-Cairo Railway means to the African Continent the Grand Trunk Pacific will represent to "Newest Canada"; another strong rivet will have been forged into the framework of the British Empire!

It is to be hoped that Sir Alfred Harmsworth when he returns from his visit to Newfoundland will send the editor of his principal newspaper across Canada for a trip of observation so that in future the million readers of the *Daily Mail* may not be fed at their breakfast table with picturesque inaccuracies in the Fenimore Cooper strain about this country which is so different in fact to what the average Englishman seems to insist on imagining it.



A TYPICAL VILLAGE IN THE PROVINCE OF QUEBEC—STE. GENEVIEVE DE BATISCAN

# Notes of the West

OUR frontispiece and the illustrations on page 6 will give some idea of how our Great West is being peopled. In their visit last year to Canada, nothing astonished the delegates to the Fifth Congress of the Chambers of Commerce of the Empire at Montreal so much as the character of the homes that are being made on what ten years ago was virgin prairie. From every country in Europe have sturdy settlers poured in, and they have built houses typical in their architecture of the land which gave them birth. The great majority of these settlers have come, of course, from Great Britain, but Swedes, Russians, Belgians, Galicians and Germans have come in thousands.

The four great central land districts towards which the tide of emigrants flows in Western Canada are Regina, Calgary, Red Deer and Edmonton. Lethbridge, on the south, and Battleford and Prince Albert, on the north, are the other three points where general land offices are maintained. The first four received the bulk of the new settlers this year. In the past Regina has led all other land offices in point of numbers of homestead entries made in the territories. Three thousand a year was the high water mark, and a month that did not witness 300 applications at Regina was considered dull. That has been the story for the past three or four years. The territory tributary to the Regina land office is equal to that of Lethbridge, Calgary, Red Deer and Edmonton. It extends from the fourth meridian on the west to the second on the east, and from the state line on the south to within fifty miles of the town of Battleford, on the north. This vast district consists almost wholly of surveyed lands, subject to homesteading.

The Calgary district is being flooded so rapidly by ranchers and farmers that the surveyed lands are down to a close margin. In other words, the homesteaders are keeping up with the government surveyors. Large numbers of squatters have overrun the big stretch of unsurveyed land north of the Calgary district, extending into Red Deer, Edmonton and Battleford. Squatter rights are not recognized, and only the man on the ground when the government surveyors arrive can be recognized. This makes squatter sovereignty a very uncertain quantity.

The casual observer is impressed with the rapid settlement of the Territories and the certainty that within a short time—as time goes in the life of a nation—the immense public domain that is so generously distributed among all who seek the West will be a thing of the past.

Around the numerous town centres which have sprung up like magic can be seen, as far as the eye can reach, great stretches showing farmhouses on every quarter section and cattle grazing on every hill.

## DESCRIPTION OF PICTURES ON FRONTISPICE.

Our frontispiece depicts: (1) "The Minnehaha Ranch," owned by R. W. Meiklejon, who is one of the leading Clydesdale ranchers of the West. It is situated in the Grand Valley district, about 12 miles north-west of Cochrane and  $6\frac{1}{2}$  miles north of the Bow River. It consists of 2,720 acres, 800 of which are leased.

No. 2 illustrates "The Red Deer River in Northern Alberta."

No. 3, "A Ranchman's Bungalow in Northern Alberta." The body of water shown is a portion of Pine Lake, which is situated about 25 miles east of Innisfail, a station on the Calgary and Edmonton branch of the C. P. R. The owner, Mr. Page, is an extensive shorthorn breeder.

No. 4 shows "The Belgian Ranch," 18 miles south-west of Calgary. The extent of the ranch is 900 acres. It borders the Sarcee Indian Reserve, which is  $1\frac{1}{2}$  miles south of the Elbow River. It is well watered with spring creeks, and in full view of

the Rocky Mountains. The owner, Mr. Pirnez, breeds Belgian horses, also coach horses. He is considered the pioneer in the introduction of the Belgian horse in the Territories.

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THE set of illustrations on page 6 shows another type of settlers' houses—those of the Galician immigrants.

A recent visitor from Germany, Professor Eugen Von Philipovich, was astonished at the prosperous condition of these settlers. Four miles north of Star he visited the farm of Ivan Philipow, a Galician settler. Ten years ago Ivan was dependent on what he could earn by hard labor in Edmonton. To-day the professor saw him a farmer of substance, possessing a homestead and two C. P. R. sections. He was cutting a crop of 230 acres of wheat and oats, all good. He has 55 head of cattle, 13 horses, 50 or 60 hogs, a log house, a large log stable, three granaries and the foundations to become a rich farmer. He is that already.

Mike Poliskzy, another farmer, five miles north of Star, was visited. He also has three quarter sections, a big crop, 50 head of cattle and 9 horses.

All through the settlements he found the same evidences of the reward of thrift and earnest endeavor. The German settlers at Josephburg and Bruderheim have splendid crops, and the wheat harvest under way. From what he has seen the professor can certainly take back to his native land a very favorable report of how his countrymen are progressing in Northern Alberta.

## DESCRIPTION OF PICTURES ON PAGE 6.

(A) This picture was taken near Star, Alta., and is of a typical Galician homestead. The house is built of logs, plastered inside and out with clay, and the roof thatched with straw.

(B) This view was taken on the farm of Stephen Shandro, Whitford, North Alberta, within a mile of the North Saskatchewan river. The group is representative of the Bukowinian colony there, some of whom have been Canadians for eight years, and some less—the two gentlemen in white having only arrived from their native land the day before the photo was taken. Mr. Shandro, the owner of the farm and buildings behind the group, together with his two sons, has acquired in eight years 1,200 acres of land, together with stock and all machinery necessary for properly carrying on farming operations, including a traction threshing outfit. This is indicative of the saving characteristics and general thriftiness of this class of people. Some are seen to be dressed in Canadian style, while others are in native attire.

(C) This is a photo of an Austrian's house in North Alberta. Mr. Ostrask, the owner, is a late-comer to Canada, and this illustrates the start these people make towards a comfortable home.

(D) This depicts the house of Mr. Nikon Shandro at Whitford, North Alberta. The people in the group are from Bukowina, Austria, and are seen to be in native dress. The house is also typical of their native land, being built of logs, plastered with clay inside, and a thatched roof.

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THE most striking evidence of faith in the country is the railway development now going on. While the United States roads are retrenching in every direction, the Canadian Pacific Railway is running out new branches in herring-bone fashion throughout the West, and the Canadian Northern is pushing its main line as rapidly as possible towards Edmonton. Both roads are also constantly increasing their rolling stock. Added to this, the Grand Trunk survey parties are covering the ground from the Atlantic to the Pacific.

# Canada's Wheat Crop

FROM amongst the conflicting reports which have been sent world-wide about the Canadian wheat crop, we select the following as particularly worth attention: "On September 23rd Hon. Clifford Sifton, Minister of the Interior, cabled Lord Strathcona, Canada's High Commissioner in London, respecting the crop conditions, in the following terms:

"I am now able to state definitely that under conditions of unusual difficulty in the North-West, a fair average crop of wheat of good quality has been reaped, and is now secure from substantial damage. The reports of injury by frost and rust were grossly exaggerated. The wheat of Manitoba and the North-west Territories will aggregate from fifty-five to sixty million bushels. The quality is good and the price is ranging around one dollar per bushel."

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OUR own Western correspondent writes on 20th September: The absorbing topic in Winnipeg is the crop probabilities. For two weeks the weather has not been suitable for harvest operations, although it has not been such as to damage to any observable extent the grade of the wheat. From all parts we have had visitors sent to report on our probable total product. Although they are all regarded as experts in their business, their reports are chaotically conflicting. A celebrated expert from Minneapolis, Mr. Jones, indicated that our total yield would not be as great as that of last year by about ten millions of bushels. We had, he said, as fine a standing crop as he ever saw, but the black rust came along and has damaged it to the extent of about 50 per cent. Other experts have followed in the track of Mr. Jones, and they tell us that the rust has done damage, but only to a slight extent. In addition to the reports of visiting experts, the grain dealers of the province organised an itinerary through the wheat districts, and took with them some of the prominent members of the bankers association, and upon their return the consensus of their opinion was that the total product of the West would be 44,000,000 bushels of wheat. Since that time, however, threshing returns have come to hand which tell of more than average yields and of a high grade product. In some districts there are unmistakable evidences of rust disclosed by these returns, but upon the yield per acre the result does not warrant the pessimistic conjectures that have been made. One of the largest millers of the Dominion recently visited

Manitoba and confidently predicts a yield of 60,000,000 bushels, which would be a record total. At the present time, however, the farmers and the business public look for a total yield of something like 55,000,000. If the weather continues suitable for harvest operations, this amount will be taken from our wheat fields, and at about present prices, or after making allowance for the slight drop which is bound to occur when the bulk of the crop begins to move, it will net to the western farmer a greater return than he has hitherto enjoyed.

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ON September 10th, Theodore Knappen, secretary of the Western Canadian Immigration Association, returned from making a personal investigation of the wheat-growing districts of his tour. As a result he submitted the following figures: Manitoba, acres 2,350,000, bushels 33,850,000, average per acre, 14.36; North-West Territories, acres 1,030,000, bushels 16,480,000, average per acre, 16.01. Total acres 3,410,000, bushels 50,430,000, average per acre, 14.77. Value 1904 crop, 50,000,000 bushels at 85 cents, \$42,500,000. 1903 crop, 53,000,000 bushels at 60 cents, \$31,800,000.

Increased value, 1904 crop, \$10,700,000.

Mr. Knappen drove over a hundred miles through the wheat fields and personally examined a great many samples and interviewed scores of farmers, merchants, machinery men, etc.

Regarding rust, Mr. Knappen came to two general conclusions: First, the area infested by rust has not been underestimated. It has appeared throughout practically all the province south of Neepawa. There is no rust in the Territories. Secondly, the damage done by rust has been over-estimated, large as it is. The promised yield was so large before the rust came that the average to the acre will hold up fairly well. Despite the fact that there are many fields that are not worth cutting, the difference between the prospect and the realization causes a feeling of depression that is not justified by the facts. But for the rust Manitoba alone would have had 67,000,000 bushels of wheat at the least. But an average of fourteen bushels to the acre for wheat hovering around the dollar mark is better than twenty-five bushels in some other years. "More money," said Mr. Knappen, "will be paid out for wheat in Western Canada on this crop than for any other crop in the country's history."



ALONE ON DANGEROUS GROUND—MUSKOKA LAKES DISTRICT

# Notes of the Provinces

AND

## NEWFOUNDLAND

**HARBOR GRACE.**—Messrs. Murray & Crawford will, in a few days, have made their last shipment of seal oil and seal skins for this season. They have shipped this summer 800 tons of seal oil and 70,000 sealskins. The seal oil is shipped in 45 gallon casks, about 4,500 casks being shipped this year. All these casks are made up on the premises. Murray & Crawford have a fleet of five steamers prosecuting the seal fishery every spring.

About 200 men will be employed this fall on the St. Juliens copper mine. Some of the original shareholders are Harbor Gracians.

—A writer in the *Boston Transcript* thus describes Labrador:

"The coast of Labrador is the edge of a vast solitude of rocky hills, split and blasted by the frosts and beaten by the waves of the Atlantic for unknown ages. A grand headland, yellow, brown and black in its nakedness, is ever in sight, one to the north of you and one to the south. Here and there upon them are strips and patches of pale green mosses, lean grasses and dwarf shrubbery. There are no forests except in Hamilton Inlet. Occasionally miles of precipices front the sea in which fancy may roughly shape all the structures of human art.

"More frequent than headlands and perpendicular sea fronts are the sea slopes, often bald and tame, and then the perfection of all that is picturesque and rough. In the interior the blue hills and stony vales that wind up from among them from the sea have a summerlike and pleasant air. One finds himself peopling these regions and dotting their hills, valleys and wild shores with human habitations, but a second thought, and a mournful one it is, tells that no men toil in the fields away there, no women keep the home off there, no children play by the brooks or shout around the country school-house, no bees come home to the hive, no smoke curls from the farm-house chimney, no orchard blooms, no bleating

sheep flock the mountain side with whiteness, and no heifer in the twilight.

"There is nobody there, there never was but a miserable and scattered few, and there never will be. It is a great and terrible wilderness, thousands of miles in extent and lonesome to the very wild animals and birds. Left to the still visitation of the



Map of B. N. A. — with portion marked black showing position and extent of Newfoundland.

light from the sun, moon and stars and the auroral fires, it is only fit to look upon and then be given over to its primeval solitariness. But for the living things of its waters, the cod, salmon and seal, which brings thousands of fishermen to its waters and traders to its bleak shores, Labrador would be as desolate as Greenland. The time is now coming when with good steamship accommodations the invalid and tourist from the States will be found spending the brief but lovely summer here, notwithstanding its ruggedness and desolation."

—Mr. P. T. McGrath writing in the June issue of *Outing* says:

"Newfoundland is famous for its dogs, its fogs and its fisheries—the latter being the greatest in the world. Other countries have recognized fishing centres, like Gloucester in New England, Grimsby in Great Britain, and St. Malo in France. But Newfoundland is one vast fishery depot, the haven of

argosies from all the neighboring seas. It is a region unique, with a people still more so. Larger in area than New York State, its population is less than of Jersey City—a scant 220,000 persons distributed round a coastline 6,000 miles in extent, with scarcely a house beyond sight of the sea, whence all obtain a livelihood. But the sturdy, stubborn, fisher folk took root, increased and multiplied—slowly, it is true, because the sea and the floc took dreadful toll of them; but none the less surely, owing to the hardy stock of which they were. Succeeding generations followed the business of their forebears, and there was bred a people who for sheer daring and absolute endurance have no equal in the world to-day.

"'Why haven't we got our wharf money yet?' demanded a grizzled codman of the inspector in a fishing hamlet three years ago, when the annual grant for the repair of the public wharf was in some manner delayed. 'I don't know,' responded the official. Then, in joke, 'I suppose the Queen hasn't sent it out.'

"'Oh, well,' commented the gray-beard, taking this seriously. 'We can't be too hard about it. Maybe she had a bad fishery herself.'

"This represents their ideas of the outside world. They are as simple as children, and as guileless. Many have never seen a horse or a cow. The railroad and the trolley-car are beyond their comprehension. A visit to St. John's is an event in the lives of all and a merchant's automobile from the capital visiting an outpost twenty miles away, caused a panic among the inhabitants. The world's great cities are regarded as only so many fishing villages of larger growth. An American tourist was asked last year if they caught fish in New York with squid or caplin bait, while an Englishman who announced himself as from Liverpool, was rendered speechless by the query, 'Were you ever in Gloucester, sir? I've got a cousin there, fishing with Sol Jacobs.'"



THE RETURN OF THE CODFISH FLEET TO ST. JOHN'S WITH THEIR SEASON'S CATCH—A FINE SIGHT

Photo by J. C. Parsons, St. John's

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND

—The existence of petroleum in New Brunswick has long been known. Wells were sunk over thirty years ago in the ridge between the Petitcodiac and Memramcook rivers, and while they yielded oil, they were not sunk to a sufficient depth to touch the main deposits. Oil sands outcrop at the Albert Mines, Upper Kennebecassis and Norton, as well as on the Petitcodiac river. Geologists have satisfied themselves that this formation underlines all the southeastern part of the province, with strong possibilities of its extension under Kent, Northumberland, and the whole of North-eastern New Brunswick. Lower Albert shales which underlie the carboniferous series are the recognized oil-bearing formation, and the sands are reached at a depth of from 200 to 400 feet from the top of the shales. In boring it has been necessary to go through the carboniferous rocks as well as the upper covering of shales.

The natural processes by which mineral oil is evolved is a subject of much speculation amongst scientists, who have not arrived at any general conclusion. It is known, however, that the deposit of Albert shales is one of the largest and richest in oil of any in the world. It has been traced a distance of 30 miles west from the Petitcodiac river. It has a width of half a mile and a thickness of about 1,000 feet. The oil producing ponds contain about 45 per cent. of volatile matter, 5 per cent. of fixed carbon and 50 per cent. of ash. The oil is pronounced good for refining, as from it can be produced aniline, benzole, naphthaline products and lubricating oils. Its ash is mainly alumina and is infusible. Its steam-producing qualities are also said to be higher than anthracite.

Mineral oil is one of the most widely disseminated products of nature. Hydrocarbon exists in the shape of a vast range of products, from the carburated hydrogen arising from the decomposition of vegetable matter in marshy places to the heavy oils of commerce. They run through an almost innumerable series of products, such as kerosenes, paraffines, wax, tars, aniline dyes, etc. It is, however, believed that the penetration of water into the rocks containing the matter is necessary for its formation, and that the process is in progress continuously. As mineral oil is the product of organic matter, it occurs in small quantities nearly everywhere. Its presence in a small quantity anywhere at the surface is no indication of its existence in quantity below. It is the product of chemical action on fossilized organic life. Many conditions have to combine to create a productive oil field. First, the fossilized remains have to exist. Next, a formation above it that will absorb the oil, because oil always rises. Next, a deposit above that of massive compact rock, that will act as a stopper and prevent its escape. Many localities

have the fossils in quantity without the other conditions, and while oil is found it may not be in quantity to be of economic value. Respecting Memramcook, Prof. Shaler says:

"From the examinations I have been making for a number of years in different parts of this province, I believe that all the conditions necessary for the formation of natural oil exist there.

"While I consider the area of the oil region is very extensive, a local district embracing Dover, St. Joseph's and Weldon, some two miles wide and twelve miles long, has proved and demonstrated beyond doubt as an oil district that it is capable of being economically worked.



Map of Canada—with portion marked black showing position and extent of New Brunswick.

"The geological conditions are as follows: First, there is a series of oil-bearing shales; above them exists porous sandstone that is capable of absorbing water as well as oil, and that some scientists argue is the laboratory or oil distillery. We have bored through three layers of this sandstone. The first is nearly fifty feet thick; the next is sixty, and the third is two hundred. They are largely oil-bearing. These sandstones are rather more compact than those met with in the oil fields of Ohio and Pennsylvania, but otherwise are analogous in their mechanical form; in appearance they are much like the sandstones of Pennsylvania." Efforts are now being made to utilize commercially this large deposit.

—Prince Edward Island being entirely destitute of mineral resources and almost completely denuded of its forests, its resources are limited to the agricultural productions of its remarkably fertile fields, and to the valuable fisheries surrounding its shores.

Owing to the absence of minerals and its insular position, its manufactures and other industries are also very circumscribed, being such as are more or less intimately connected with the cultivation of the soil and the prosecution of the fishing industry.

Farming, which until recent years consisted almost entirely in the raising of oats and potatoes for export, has of late assumed a more advanced and scientific aspect, and farming now embraces the

production of beef, pork, mutton and chickens of the most toothsome and best flavored varieties; while in the several cheese and butter factories scattered over all parts of the island, cheese and butter of unrivalled excellence is produced in generous quantities, and apples, plums, pears and small fruits are rapidly becoming an important source of revenue.

The fisheries, too, are receiving much more attention than in former years. At one time the mackerel fishing was by far the most important around these shores, but the seining operations first introduced into these waters by New England fishermen, has depleted that once very valuable industry. At present the lobster fishing is the most valuable carried on around the island shores. Cod fishing, herring fishing, and the taking of smelts and oysters yield good returns.

These several industries are receiving much attention and assistance from the Federal and Provincial Governments. During the month of July, Major Sheppard and Mr. Anderson, of Ontario, institute lecturers, addressed a series of meetings in almost every section of the province, on all matters of interest to agriculturists, and no doubt the result will be more intelligent and profitable farming.

During the same month Messrs. McNeill, of the Horticultural Department of the Dominion Experimental Farm, and Mr. Burke, fruit inspector for Prince Edward Island, gave a series of illustrated lectures on the pruning and spraying of fruit trees, which will have a stimulating effect upon that industry.

This season has seen renewed efforts made by the Department of Fisheries to make that industry more profitable. A lobster hatchery has been established at the entrance to Charlottetown harbor; a trout preserve is being provided in the same harbor, and at Souris, in the extreme east of the island, a patent drier for the curing of codfish is being installed, and the Government purpose supplementing that enterprise by bringing out to the province some Scottish and Norwegian fishermen to teach our fishermen methods of curing and packing fish that will greatly enhance their value. The limited resources of the province are receiving year by year, it might be said month by month, more careful attention both on the part of the Government and the people.

—Although the climate of New Brunswick is less favorable than that of Nova Scotia for fruit-growing, nevertheless this branch of industry is steadily increasing. There are some successful orchards in the valley of the St. John River and in other sheltered parts of the province. The varieties of fruit grown are chiefly of the hardier sorts. The apples of New Brunswick have the reputation of keeping well, and apple-growing can be extended with profit.

## NOVA SCOTIA

—Speaking on the question of the introduction of the Scotch curing system, as applied to the herring catch of Nova Scotia, Mr. Gilbert S. Troop, managing director of Messrs. Black Brothers & Co. of Halifax, said recently in an interview:

"I do not claim to understand details of the herring industry, but from conversations I have had with Mr. Cowie and others, I looked for excellent results. Mr. Cowie arrived in Canada a little too late I think for the spring run of herring, and he has

been here too short a period to have made a proper study of the subject. I know this, however, that so far as he has proceeded, he has demonstrated that our fishermen have been losing about fifty per cent. of the reward which should have been coming to them. I believe this to be the fact, for I understand that Mr. Cowie has made a shipment of herrings to New York for which he received \$12 per barrel laid down there, or equal to say \$9.50 in Halifax, whereas I should say that \$4 per barrel would be a good average price for the native pack. Mr. Cowie made

a shipment to St. Petersburg also, and this netted him a greater profit than the New York shipment. He, of course, exercises more care and caution in the handling and packing of the fish, and he uses a better barrel, but otherwise I do not think that it costs him any more to prepare the fish by his method than it does our fishermen by theirs. I feel sure that if Mr. Cowie is retained for a few years so that he may have an opportunity of giving that study to local conditions, to which I referred, our herring catch will double in value."

# RESOURCES

## ONTARIO

OTTAWA.—The paper manufacturing industry is about to receive an added stimulus by the starting of a new mill by Mr. J. R. Booth, the veteran lumberman. Mr. Booth has been operating a pulp mill all summer. He is a shrewd business man, and is evidently of the same opinion as **RESOURCES**, which, in its last issue, advised manufacturers to make up their own pulp instead of shipping it to other countries.

There is a prospect for the iron mines in the vicinity of Ottawa. They were recently sought out by a noted French expert in the electric smelting process, who was on his way to St. Louis to deliver a lecture. There is a strong possibility of forming a company to work the beds electrically, should they prove of sufficient extent and quality, which it is believed they are.

A noted Ottawa business man has just returned from the Temiskaming country and Montreal river, where newly discovered rich silver mines are being worked. At three of the mines, shafts varying in width from 12 to 30 feet have been sunk, and paying veins of good ore from 10 to 12 inches thick have been revealed. The visitor reports good prospects of a development of the industry.

The rich mica mines in the vicinity of Ottawa are attracting the attention of manufacturers of electrical machinery and fittings. To them the mineral is an indispensable raw material, and on that account the reported purchase of one of the Gatineau mines has gained general credence.

TORONTO.—On the 14th of September contracts were awarded for the power distributing station for the Toronto and Niagara Power Co. on the Davenport road, just outside the city limits. The cost will be slightly over \$100,000, and the building is to be completed within one year. The company has placed an order for the four large turbines to be located in the power house at Niagara Falls, each of 10,000 horse-power capacity, with the I. P. Morris Co., Philadelphia.

The first sod was turned on the James Bay Railway on the 14th inst., when 150 men and 40 teams were started on construction work between Richmond Hill and Aurora, near Toronto. Ground was broken just west of Wilcox Lake, north of Bond Lake. The line will run north from Toronto to Sudbury. The heaviest work will be in and near Toronto. Entrance to the city has been obtained by the purchase of the right of way of the eastern portion of the Old Belt line, a suburban railway disused for many years. Work within the city limits will probably be commenced in the spring.

The Grand Trunk Railway Co. propose to add from 20 to 25 acres to their yard space on the lake front by filling in their water lots from the western end of the city waterworks lot to the Queen's wharf, out as far as the new windmill line.

The new Dominion Government cruiser "Vigilant," for use in the protection of the fisheries in lakes Erie and Huron, was launched on the 10th September in the Polson shipyards. She has a length on the waterline of 176 feet, a breadth moulded of 22 feet, and a depth from the top of the keel to the top of the main deck of 14 feet 3 inches, with a draft of 8 feet. The engines are twin screw, triple expansion cylinders, and there are two Clyde boilers with a working pressure of 200 pounds of steam. The speed called for in the contract is 16 knots per hour. The armament consists of 4 rapid-fire guns. The cost, with complete outfit, is about \$150,000.

The Stark Telephone and Power Co. have commenced the installation of an automatic telephone system, requiring no central operators, at Toronto Junction. A motor has been installed in the rear of the Campbell block and the wires are being strung.



Map of Canada—with portion marked black showing position and extent of Ontario.

The receipts of the Toronto Street Railway continue to increase. The gross receipts for August last amounted to \$223,611, as compared with \$194,669 for August, 1903, and \$166,355 for the same month of 1902. The largest receipts for a single day on record were taken on the 5th inst., amounting to \$14,691, the number of passengers carried being 343,000.

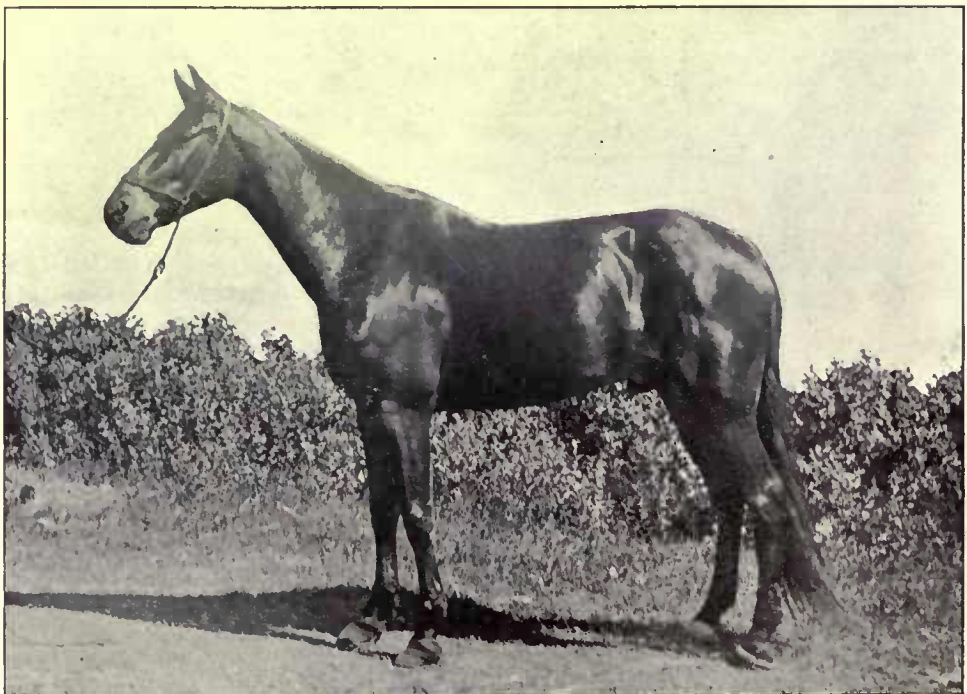
—There is increasing activity in Ontario's big north. The vast region beyond the present lines of railway has practically been discovered within the past five or six years, and new riches are still being found. An important find was made last month in the Algoma district, north of the C. P. R. and the iron-mining country, where, in the territory around Trout Lake, a stretch of good farming land of some 200,000 acres was discovered. It has been reported to the Crown Lands Department that this belt of land is well-watered, and is as good as the best in Ontario. It has not hitherto been supposed that the agricultural areas of New Ontario extended so far south, but the clay belt of the north evidently dips down at its lower end, proving a fine farming

district that will be all the more favorable for settlement because comparatively accessible.

Farther east, the Abitibi country also proves to be highly suitable for colonization. This region, lying north of Temiskaming, has very recently been explored by official surveyors, one of whom finds that in a specimen territory of twenty-four by twelve miles, through which he ran lines for future township surveys, seventy-five per cent. of the land is of good clay formation, well timbered, with fine agricultural land throughout the district in general. Similar reports were brought back by a surveying party which covered an area of 1000 square miles. The building of the Temiskaming & Northern Ontario and the Grand Trunk Pacific railways will open up in this northern region a country of magnificent resources.

—Temiskaming is already becoming a familiar name in Ontario geography. People are going there, settling, farming, building towns. And they are making no mistake. As time goes by, it shows more clearly that Temiskaming has great possibilities. Only last month an official of the Bureau of Mines stated that its silver deposits are as rich as any recently discovered on the continent. From one location \$70,000 has been taken out within the last two or three months. To silver add iron, copper, timber, farm-land, and an excellent climate, and you have Temiskaming's resources in brief.

—In early September a steamer left Sault Ste. Marie with a cargo of 1000 tons of steel rails. This represents a part of the new activity at the Soo works and was the first shipment on an order for 10,000 tons given the company by the Dominion Government, for the Intercolonial Railway. The making of steel rails is a new industry in Canada, but it is the opinion of the men most closely connected with the iron interests that the Soo works, with those at Sydney, will be capable of supplying all that the Canadian railways, built and building, will need for some years.



"HAROLD H.," THE FASTEST PACER IN CANADA—BRED IN ONTARIO



—This discovery of valuable iron deposits on north shore of Lake Superior comes in good time for the newly-started works at the Soo. Hitherto a percentage of the steel used in the manufacture of rails has of necessity been imported, but in future

been made, leading to the belief that in the iron zones at Loon Lake and thereabouts Ontario has ore of the finest quality and in sufficient quantity to supply her own mills. This is the more gratifying because the visible supply of Bessemer ore in the

amounted to \$32,000, or more than a thousand dollars a day.

—Some important by-laws are to be submitted to the rate-payers in several Ontario towns this fall. Toronto will vote on October 22 whether or not the



THE MONARCH AND HIS HERD—HIGHLANDS OF ONTARIO.

Ontario-mined ore will be available. The deposits occur near Port Arthur and only a few miles from the shore of the Lake, making mining and shipping comparatively easy. No development work has yet been done, but thorough tests of the ore have

United States is rapidly decreasing.

—Toronto City gains directly from the exhibition, receiving as its share of this year's about \$30,000. Toronto also receives a percentage of the monthly earnings of the street railway. In August this

city shall purchase the new issue of Gas Company stock soon to be placed on the market thus securing practical control of a public franchise. Brantford will similarly decide the question of municipal telephones.

## MANITOBA

—Sixty years ago such a thing as a threshing machine was unknown in Canada, and even a fanning mill was considered a luxury. Those were the days of flails, reaping hooks, homemade pitchforks, three-cornered harrows, and ploughs with wooden mould boards. The threshing machine has now been brought to great perfection, and in this district there are many of the most modern in use. The traction engine of twenty-five horse-power possesses strength to move with ease the heavy separator, a number of loaded waggons and a car in which the men sleep at night. The iron monster moves with expedition on either road or field, and when it has advanced to a group of stacks or taken its position in the centre of a five hundred acre field of stooks in front of the separator, and given a toot to signify that it is ready to start, and when the whole power of the strong engine is devoted to the work, what a glorious stream of grain rushes out and what busy men are moving full hags.

—Taking the province as a whole, it is only during the last ten years that wheat raisers have prospered, and that land has risen from five or six dollars an acre to twenty-five dollars. Ten years ago immigration was languishing, farmers were discontented, scores of wheat-raisers became ruined, and land in many parts of the country could not be sold at half its value. Ten good ripe crops have made a decided change, and have enabled hundreds of farmers to retire wealthy. Immigration has been increasing each year as the story of prosperity went abroad, and now the whole prairie country is on the eve of a "boom," the like of which has never before been experienced.

—The people of Manitoba have not yet gone below the surface of the soil to obtain products of value, and yet there are many places in the province where, judging from the salt springs, it is evident that there are enormous deposits of salt. On both

factured on those northern lakes. There is little doubt but if the rocks were penetrated deposits of salt would be reached, and the manufacture of salt should become a profitable employment, for there is no use in bringing salt thousands of miles from the



PONTOON BRIDGE IN ELM PARK—WINNIPEG

sides of Lake Manitoba and Lake Winnipegosis there are numerous salt springs, and even rivulets of strong brine are known to flow into the lake. Long before the country was settled salt was manu-

east when it can be had of the purest quality in this province.

—Quoting a prophecy by Sir William Van Horne, that Winnipeg will be the greatest city in Canada

# RESOURCES

the *Free Press* of that city quotes some interesting statistics in support of the claim that within thirty-five or forty years Winnipeg will be "the dominant commercial city of Canada." Taking first the wheat exports from Winnipeg for ten years, as set forth in the annual report of the Board of Trade, it shows the following :

	Bushels.
1894.....	15,000,000
1895.....	29,000,000
1896.....	14,000,000
1897.....	22,000,000
1898.....	23,000,000
1899.....	30,000,000
1900.....	17,000,000
1901.....	50,000,000
1902.....	53,937,000
1903.....	50,000,000

Taking next the statistics of population, assess-

ment, valuation and bank clearings, the *Free Press* quotes :

	Population	Assessment Valuation.	Bank Clearings.
1894.....	34,954	\$22,001,330	\$50,540,648
1895.....	37,124	22,168,990	56,873,631
1896.....	37,983	22,560,430	64,146,438
1897.....	38,733	22,832,020	84,435,842
1898.....	39,384	22,851,700	90,674,325
1899.....	40,112	23,519,520	107,786,814
1900.....	42,534	25,077,460	106,956,720
1901.....	44,778	26,405,770	134,199,438
1902.....	48,411	28,615,810	188,370,003
1903.....	50,607	36,231,920	246,108,006
1904.....	67,000	48,214,950	*124,855,147

\*Six months only.

This is a remarkable record of growth, and justifies the confident tone which always marks the Winnipeg newspapers when discussing the future of that

city. "But," says the *Free Press*, "this is not all. In addition to the 300,000,000 of acres of soil unsurpassed for fertility, the cultivation of which has only commenced, the territory tributary to Winnipeg has many other sources for profitable exploitation by capital and enterprise."

The cities of the East might well learn a lesson from those of the West. Nothing is lost by an assertion of confidence which is well founded. The people of the West refuse to entertain any other thought than that of future greatness. And it gives them a confidence and an enthusiasm which in themselves produce results to the benefit of that portion of Canada in which they live and labor. One can scarcely imagine, for instance, the presence of a doubter and a pessimist in the city council of Winnipeg.

## NORTH-WEST TERRITORIES

—A recent American visitor to Strathcona and Edmonton gives this description of his arrival at the twin-northernmost towns of Canada :

"The long, glad cry of the locomotive proclaims a stop, and the trainmen hurrying through tell us this is Strathcona, the end of the track. The panting engine pauses with her pilot near a deep gash in the plain, for here the great Saskatchewan ploughs a deep furrow in the face of the earth, 200 feet deep and a mile wide. There are no steamboats in sight, but many scows are loading along the landing for Battleford and other points down stream. Directly across the canyon lies Edmonton, the chief town of the far North-West. Along the river are elevators, breweries, flour mills, lumber yards and planing mills. Immediately below the rim on which we stand, but beyond the river, are the fair grounds, and here, in this far away corner of the earth, in this new town, 10,000 people are gathered to see the start in the free-for-all. Through our glasses we gaze on the animated scene. Yes, this is the real

fakir, horses and gingerbreads, everything, in fact, that we had not expected."

In the description of his train ride up to Edmonton there is this passage which gives a good idea of the chances for money-making in this region :

"The rolling, treeless prairie has pitched out now, and we pass through a strip of wooded country comparatively level, with few swamps and no stony or uncultivated spots. Even in this wooded region there are patches of a few prairie lands ready for the plough.

"I deplored the presence of the swamps that seemed to me to mar the beauty of the country. 'By Got, dey vere put here to save de cattle,' said a small man in the next seat. 'Ven it shall be plenty rain, we cut hay on dese high lands, but ven dere is draut, that is sometimes every seven, fourteen or twenty-one year, we cut swamp-grass, so we have here always plenty feed for cattle.'

"Later I learned that this little, modest man had just sold his herd and moved into the new town of

wife, four small children, one cow and a little cash in hand. Instead of homesteading he squatted and began to plough and sow, and grew enough to keep his family. Into the hands of his eleven-year-old son he gave a shot gun, and the boy kept the family in meat, water and field fowls, rabbits and such other game as he could bring in.

"As fast as he could afford to do so, the ranchman imported fine cattle to mingle and mix with his herd. Last year he cut 600 tons of wild hay, all within a radius of one mile from his house, and fed it to his herd, which had grown from a single cow to 400 head. Then he sold out and moved to town. For his calves he got \$22, for two-year-olds \$32, for steers \$39, and for all his cows \$40 a head.

"In ten years he cleaned up \$11,000, which, taking into account the \$1,000 he had when he settled, makes a \$1,000 a year, besides keeping and bringing up an interesting and healthy family."

—A mountain of hard coal has been purchased by P. Burns & Co. for \$320,000. The property is in the Misty range, 36 miles west of Okotoks (Alta.), and comprises 16,000 acres. It was discovered by an explorer, Julius Rickart, an old-time prospector. Mr. Patrick, D.L.S., and a party of surveyors spent several weeks in the district and made a thorough inspection of the coal seams as exposed in many tunnels made by the miners in the pass.

From information gleaned from Mr. Rickart and other members of the survey party, there exists a vertical mountain of pure anthracite coal. The situation of this phenomenal coal bed is most picturesque. Upon either side there towers huge, precipitous mountains, thousands of feet high, and nestling in a valley is this mountain of coal, which is 12 miles long and three miles wide in extent. The formation of this mountain differs vastly from the surrounding mountains, inasmuch as it is covered with vegetation, while the others are bare limestone. The place selected and laid out for a townsite is prettily situated. There are fully five square miles of valley to build upon, any quantity of pure, sparkling mountain dew and timber in great abundance. The situation is most picturesque, the scenery being magnificent.

For some time past miners have been engaged making tunnels into the mountain and succeeded in exposing 26 veins of coal, which varies from four feet up to 40 feet. Samples of this coal were sent to assayers in Denver, Vancouver and other cities, and in every case remarkable reports were made. The assays of this coal run from 87 to 92 per cent. carbon. The following is the report received of the assay of the four-foot vein. Hydrocorp water, none; volatile matter, four per cent.; fixed carbon, 92 per cent.; sulphur, none; ashes, four per cent. The physical description is briefly given in the report: Color of ashes, white; weight per cubic yard, 2,680 lbs.



ONE OF EDMONTON'S SCHOOLS—ALBERTA.

thing, the old-time country fair, with all its trimmings. There are the country people, country carriages, top buggies, the man with the balloons, the

Lacombe, in order, as he put it, to give his nine children some school. He had come to this wild region ten years ago, ahead of the railway, with a

specific gravity, 1.54. According to these figures it will be observed that this coal excels the Pennsylvania article. What particularly attracted the attention was the total absence of rock, and in burning there is practically no smoke, but a blue blaze. A test was made in an ordinary coal stove, it being filled with coal, which burned 71 hours. Upon investigation they found only a small amount of white ashes, without any signs of clinkers. The coal ignites easily, and from their experience in burning it they feel satisfied the coal excels the well-known Pennsylvania coal. The facility of working this mine is a great consideration, as owing to a rise of six inches in every 100 feet in main tunnel, drainage is secured without the aid of machinery.

— There are now some eighteen meat packing establishments in active operation in the Territories but so far these appear to have been able to do little more than satisfy local demands with the exception of one or two of the larger concerns in Alberta which do a considerable trade in hog products with the Kootenay country and even with Yukon points. It is likely that the next few years will see an important development in swine husbandry in the Territories. No statistics are at present available as to the number of hogs held by farmers but there are indications that it is steadily increasing in the mixed farming districts. There are now a number of men working along quietly and turning out first class animals and the effect of this will likely make itself manifest at no very distant date in our export bacon trade. The table given below, compiled from information kindly furnished by the Commissioner of Customs, Ottawa, gives a fair indication of the present status of the pork and bacon trade of the West and indicates some of the possibilities that lie before the Territories. There seems to be no reason why the bulk of this trade should not eventually be captured by the farmers of the Territories. No doubt the large quantities of feed and no grade wheat which resulted from last season's crop will turn many minds in the direction of pork production, which is certainly the most profitable use such grain can be put to.

Quantity and value of pork and bacon and hams imported into Western Canada from the United States in 1902 and 1903, as per table below :

IMPORTING PROVINCE OR TERRITORY	PORK				BACON AND HAMS			
	1902		1903		1902		1903	
	Quantity lbs.	Value	Quantity lbs.	Value	Quantity lbs.	Value	Quantity lbs.	Value
Manitoba. . . . .	25,080	\$3,030	13,510	\$1,311	263,406	\$ 34,975	213,496	\$ 24,218
British Columbia. . . . .	31,984	3,058	39,378	3,956	2,491,034	324,417	1,179,196	166,651
Yukon Territory. . . . .	28,603	3,384	29,277	3,227	894,060	131,786	1,091,493	170,577
N.-West Territory. . . . .					229,676	25,810	294,060	33,393
Totals. . . . .	85,667	\$9,472	82,165	\$8,494	3,878,185	\$516,988	2,778,245	\$394,839

— As the Territories produce annually vast crops of the finest quality of wheat for milling purposes it is naturally to be expected that the flour milling industry is one that is bound to assume considerable proportions in the near future. There are twenty-seven modern roller process flour mills in the Territories in active operation with a total daily milling capacity of 2,950 barrels, or, in other words, the Territorial mills are capable, if run the whole year round at full capacity, of manufacturing 885,000 barrels of flour annually and using approximately four million bushels of wheat in the process. During the past year the total production was about 500,000 barrels from 2,260,000 bushels of wheat, 27,328 barrels were exported from the Territories west and 12,697 east, a total of 40,025 barrels. The industry employed 188 men. Apart from the general question of the advantage to the Territories of building up manufacturing industries of all sorts it may be well to point out briefly here the enormous economic gain to be derived from a policy of milling our wheat at home instead of exporting it as at present. In

exporting, as the Territories did last year, some 12,000,000 bushels of wheat our farmers are practically making a present to the millers of Great

Britain of about 90,000 tons of the most valuable stock food and are also disposing of large quantities of fertilising material by which North-West farms are so much the poorer. A reference to the subjoined table will help to establish these facts.

Digestible and fertilising material in wheat offals :

Kind of offal	Digestible nutrients in 100 lbs.			Fertilising constituents in 1,000 lbs.		
	Protein	Carbo-hydrates	Fats	Nitrogen	Phos-phoric acid	Potash
Bran. . . . .	12.9	49.1	3.4	1.3	5.9	5.9
Shorts. . . . .	12.2	50.0	3.8	2.8	13.5	5.9
Middings. . . . .	12.8	53.0	3.4	2.6	9.5	6.3
Screenings. . . . .	9.8	51.0	2.2	2.4	11.7	8.4
Scourings. . . . .	11.6		2.4			

Annual Report of the Department of Agriculture of the North-West Territories, 1903.

## BRITISH COLUMBIA

—The pulp industry will soon become one of the most important on the British Columbia Coast. Three companies are carrying on preliminary work a short distance north of Vancouver, while another is crushing and surveying limits at Quatsino, on the West Coast of Vancouver Island. Of the three former, the Oriental Power & Pulp Company is much advanced in its work. It has the surveys completed of its concession, 83,000 acres, and has a wharf and some buildings already in place. The Company is represented by Mr. J. M. Mackimmon.

—Another of the companies is the Pacific Coast Wood, Pulp & Power Company, which is now being floated in London, England. The concession of this concern is in the vicinity of Powell River, and it is expected that a saw-mill will be erected there next Spring.

Survey parties have been engaged all Summer on the limits of the Bella Cooola Development Company. This is composed of Seattle people, of which Mr. A. E. Williams is the manager, and Mr. R. M. Thompson the secretary. They have both been in the North all season, and are now returning. Mr. Williams purchased Captain Troup's launch, the Kootenay, in the early Summer, for cruising pur-

poses. Mr. Williams is well pleased with the country and thinks that his Company has one of the best concessions on the Pacific Coast.

Seattle people are also interested in the Quatsino Power & Pulp Company, which has 125 square



Map of Canada—with portion marked black showing position and extent of British Columbia.

miles of the finest timber on the West Coast of Vancouver Island. Mr. J. A. Moore, of the Moore Investment Company, Seattle, is one of the main shareholders. Surveys have been completed, and it is stated that papers are signed for the construction of the mill, commencement to be made not later than January next.

—In weekly report No. 31, issued by the Department of Trade and Commerce, Mr. D. H. Ross, our commercial agent at Melbourne, says on the subject of British Columbia salmon: "It is satisfactory to note that, through the efforts of a Melbourne business man, who recently visited British Columbia, considerable sales have recently been made, in Australia, of the new season's pack of Canadian canned salmon. Hitherto this business has been almost entirely in the hands of San Francisco exporters, but now that Canadian interests have exceedingly capable representation in this country a considerably increased business can, with confidence, be looked for."

—It is claimed there are fine slates accessible to the sea in British Columbia, and information was sought whether Australian capital could not be secured to open a quarry. At any time it would be difficult to find capital in Sydney for such a purpose, but particularly so as slates are offered freely at cost and a little below it. Tile has largely taken the place of slate in roofing new buildings. The fashion may change.

Fruit growing, will become one of the chief agricultural pursuits of the people in British Columbia.

## RESOURCES

### YUKON, FRANKLIN, KEEWATIN, MACKENZIE, UNGAVA, ATHABASCA

—Since 1896 nearly \$97,000,000 worth of gold has been shipped out of the Yukon, according to the annual report of the Dominion Geological Department, which has just been issued. The production in 1903 was \$12,250,000; in 1900 it was over \$22,000,000. The decline is due to the exhaustion of the best deposits, from which practically all this gold has been secured.

—Alex. Livingston who returned to Winnipeg on Sept. 7th from the Peace River country, where he spent eighteen months exploring for coal and timber says he went to the head waters of the Peace and explored the region thoroughly. Last winter he covered 900 miles on snowshoes, each man of the party carrying his own outfit on his back. With the exception of tea, no provisions were taken, and fish and game were entirely depended upon for sustenance.

Mr. Livingston states that there are vast tracts of magnificent land in the territory traversed by him, and declares that it is the coming section of the West. He says one cannot get a fair conception of the richness of the country by merely traversing the waterways and making observations

from the embankments. The country must be traversed and investigated in detail to gain a proper knowledge of the value of the land for agricultural and other industrial purposes.

—A report has been received from Sergeant Fitz-

force has been good. The Pelly was frozen over until the third week in May, and the last heavy snow fell on June 23. The lowest temperature was sixty below in February. The thermometer frequently registered forty below. The Indians reported moose plentiful but contrary to their custom they bought no deer meat and were compelled to subsist on fish.

Constable Fitzgerald reported that three American sealing schooners would spend next winter at Herschel Island and one off Cape Bailey.

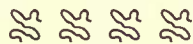
—A new era in good mining by means of dredging is expected to follow the advent of the big dredge which was built two years ago for Mr. William Ogilvie for use on the Stewart river, and which has just arrived in Dawson, preparatory to being overhauled for operations on the Klondike river.

The big bucket machine has been employed for the past two years on the hydraulic concessions held by Mr. Ogilvie on the Stewart river, and while its results were fairly successful, they did not quite come up to expectations. The new field of operations selected for the dredge is at about two miles up the Klondike river from the junction of the latter stream with the Yukon.



Map of Canada—with portion marked black showing position and extent of Franklin, Keewatin, Mackenzie, Ungava, Athabasca.

gerald, who is in charge of the Police Department at Fort McPherson at the juncture of the Pelly and Mackenzie rivers, and the edge of the Arctic Ocean. The report covers the months of February, March, April, May and June. It states the health of the



## Pointers About Canada

Canada has 47 pulp mills.

\* \* \*

Canada's revenue from excise duties in 1903 was \$12,000,000.

\* \* \*

Canada's total revenue in 1903 was \$66,000,000; estimated, 1904, \$71,000,000.

\* \* \*

Canada exported in 1903 nearly \$12,000,000 worth of fishery products.

\* \* \*

In 1903 the United States bought from Canada goods to the value of \$1 per head of their population.

\* \* \*

The increase of Canada's export trade in 1902 with Great Britain over the United States was \$42,000,000; in 1903, \$57,000,000.

\* \* \*

Canada's volume of trade per head, in 1903, was \$87; 1868, \$40.

\* \* \*

Canada's net public debt is \$261,000,000—\$50 per head. Canada's public debt at Confederation was \$75,000,000—\$22 per head.

\* \* \*

Canada's wealth is £240 per head, against £210 in England, £175 per head in the United States, per Sir Robert Griffin.



THE GIGANTIC NEW GRAIN ELEVATOR AT MONTREAL, THE PROPERTY OF THE HARBOUR COMMISSIONERS.  
CAPACITY 1,000,000 BUSHELS.

# General Notes

HOW little the average Canadian really knows of the greatness of his own country is shown by the Dominion Experimental Farm's blue book lately issued from the Department of Agriculture. Much is said of the rolling prairies and vast wheat fields of the West, producing nearly 70,000,000 bushels of wheat in a season. Few realize, however, that these figures represent but a fraction of the possibilities of the Canadian West, and those who idly dream that the West is rapidly filling up, little conceive the vastness of their own country. In 1903 there was under wheat cultivation in Manitoba and the North-West Territories, 3,280,107 acres, while the estimated cultivable proportion of Manitoba and the territories of Assiniboia, Saskatchewan and Alberta reaches the stupendous total of 171,000,000, divided as follows: Manitoba, 27,000,000; Assiniboia, 50,000,000; Saskatchewan, 52,000,000; Alberta, 42,000,000. Some few years ago these figures might have been received with incredulity, but the country has now been so thoroughly explored that these estimates may be accepted as nearly correct as it is possible to make them. There yet remain, however, 155,000,000 acres in Athabasca, and 340,000,000 acres in Mackenzie territories little thought of to-day. What proportion of these districts may prove capable of the profitable growing of crops is yet a matter of conjecture. Little or no effort has as yet been made to develop these countries, but samples of wheat grown at Dunvegan, on the Peace river, in Athabasca, 414 miles north of Winnipeg, weighing sixty-four pounds to the bushel, have been produced. In the vicinity of Vermillion, further down the Peace river, there is said to be a considerable area suited to wheat raising. This year it is estimated the district produced 7,500 bushels. From Fort Simpson, in Mackenzie, 818 miles north of Winnipeg, Ladoga wheat testing 62½ pounds to the bushel has been produced. This is the furthest point north from which samples have been received. Instances such as these illustrate the vast undeveloped possibilities of Canada. With the extension of the Grand Trunk Pacific through the northern wheat belt and the extension of branch lines in course of time, is it too much to expect that a large section now generally looked upon as an ice bound country, may yet become a great wheat producing territory?

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THE acquisition by the Grand Trunk Railway of the Canada Atlantic system has been known for a considerable time past to be under consideration. The announcement that the terms have been agreed on, and that they now only require the sanction of the shareholders to become effective will cause no surprise. The Canada Atlantic has been one of the successful railways in Canada. It has developed a large grain traffic over a new route, as well as served a considerable local trade. It would in itself have been a valuable addition to the Grand Trunk at any time. The projection of the Grand Trunk Pacific created an additional reason for securing it. It will give the Grand Trunk a short connection between Montreal, with all its traffic possibilities and North Bay, which seems to have been fixed on as a main point on the new road, and it will do away with the necessity of constructing a new line through a less favorable traffic-producing country. Probably this latter consideration had a good deal to do with the decision of the Grand Trunk to make the acquisition. Incidentally the arrangement will give the Grand Trunk access to the capital, and a number of considerable towns in the Ottawa valley as well as to Parry Sound, which is likely to be the eastern terminus of the lake services which it will maintain in connection with its Grand Trunk Pacific lines in the West. The arrangement is one of the most important that has transpired in the Canadian railway world for a long time.

THE statistics of the export of pulp and pulpwood from Canada for the fiscal year 1904 show that while the export of the former decreased, there was an enhanced export of the raw material, all of which goes to the United States. The total export of pulpwood in 1904 was \$1,758,049, an increase over 1903 of \$229,489, or 4½ per cent. The total export of pulp shows a decrease of 23 per cent., the value being \$2,409,074, as compared with \$3,150,943 during the previous year, the falling off being chiefly in the export of Great Britain, which decreased 51 per cent., namely, from \$1,129,173 to \$548,720 and in exports to other countries from \$226,002 to \$52,912. Canada's total exports of paper, however, rose from \$849,519 to \$1,097,212, an increase of \$247,693, or 29 per cent., of the total quantity exported during 1904, Great Britain took \$447,672 worth; the United States \$163,000 worth, and other countries \$486,531.

\*.\*

IN the report of the London delegates who attended the fifth congress of Chambers of Commerce of the Empire in Montreal last year, there is this passage on our Canadian banks and public buildings:

"A feature of Canadian trade which is perhaps one of the first to attract the attention of visitors to the Dominion is the number and apparently flourishing condition of its banks. In all the towns the principal, most central, and most costly buildings are those erected by, and belonging to, the banks. This fact is in itself an indication of the general prosperity of the country. Canadian banks, speaking generally, are not merely bill-discounting houses. They do much to assist in the development of various classes of business. This practice, no doubt, accounts, to some extent, for the prosperity and relatively rapid development of Canada. The banks know their customers intimately, their habits, characters, etc., and are so able to reduce ordinary risks to a minimum. The banks have the right of issuing paper money under a collective guarantee, although notes of under five dollars are issued only by the Canadian Government. Complaints are frequent that Canada possesses no gold coinage. Very little gold money is seen at all in this country, that little being American. This is felt to be a grievance. It is understood, however, that the Dominion Government purposes shortly to construct a mint, and that gold and other coins will then be issued.

"Whilst speaking of buildings it would not be right to omit some reference to the large number and size of the public edifices to be met with throughout Canada. Every town almost is laid out in such a manner as to permit of indefinite extension, and on the assumption that it will soon reach several times its present development. Streets everywhere are given the width of avenues, in order that there may be ample room for both electric car lines and other traffic. In the same way that the roadways are built to allow of future rapid growth, so also are public buildings constructed in anticipation of the requirements of ten or twenty years hence. Town halls, asylums, penitentiaries and hospitals are all built from this point of view, on sites carefully chosen for effect, and at a cost which must, in nearly all cases, be greatly in advance of present requirements. Schools, too, are very numerous, large, and centrally situated. The number and fine design and finish of the various provincial Parliament Houses are in particular a matter of surprise to strangers, and of legitimate pride to the inhabitants."

\*.\*

STATISTICS appear to indicate that the United States as a source of wheat supply for the United Kingdom is on the wane, and that the latter country will have to look more and more

## RESOURCES

to Canada, Argentine, India and Australia for this cereal. The following figures from the latest edition of Broomhall's Corn Trade Year Book are significant in this connection :

AMERICAN EXPORTS OF WHEAT AND FLOUR.	
	Bushels.
1898.....	218,000,000
1899.....	223,000,000
1900.....	186,000,000
1901.....	216,000,000
1902.....	235,000,000
1903.....	203,000,000

The same authority estimates the total for the current season as not more than 160,000,000, a falling off of 25 per cent. from the average of the preceding six years. This diminution in the supply of American wheat has already resulted in a general abatement in the speculative activities of European operators, and it is reported that the volume of option dealing between Europe and America has fallen off 50 per cent. in the last three years. These facts have no doubt been largely influential in securing for Manitoba wheat the somewhat tardy recognition accorded by the British grain exchanges, which have during the past year listed it as a grade tenderable on contracts for future delivery, on western inspection certificates. This action, which cannot but be regarded as bare justice in view of the fact that the wheat of Manitoba and the Territories now forms something like nine-tenths of the total quantity exported in the form of grain and flour from the Dominion—the bulk of which goes to the United Kingdom—should inspire, if any inspiration is needed, the greatest confidence in the future of wheat production in the West.

\* \*

REVIEWING Canadian trade for 1903-4 the *New York Sun* says: "Canada is making up her trade statistics for the fiscal year 1903-4. Again the commerce across the border shows an increase. Our sales to our neighbour rose from \$129,501,847 in 1902 to \$137,605,195 in 1903. The business of last year raises the figures to \$150,826,515, a highly satisfactory increase so far as the United States is concerned. . . . On the whole Canada has little or no reason to complain over her last year's business. No country has done much better and some have done much worse. Relatively she has done better than we have, and very much better than England. Her home business has been fairly good; she has held her own in foreign trade as well as other countries have; her population is showing a gratifying increase and on the whole there can be found nowhere a more peaceful, contented and progressive people than our neighbours the Canadians."

\* \*

THE more the hinterlands of Ontario are explored the greater are the discoveries made of the value of the immense tracts of northern land which are to be opened up by the Grand Trunk Pacific Railway, and the branches, which will sooner or later be built. During recent years the Ontario Government has been very active in spying out the northern confines of the province beyond the height of land between the Great Lakes and Hudson Bay. The results more and more confirm the confidence the Laurier Government displays in the new country, and prove the wisdom of making every effort to secure its settlement. The country is immense—an empire within an empire. It will be probably many generations before its resources are even thoroughly known, perhaps centuries before they are really exploited. But in the future, these tracts of land will be rich and populous districts, producing vast supplies of grain, minerals and forest riches to add to the wealth of the country.

Amongst these large stretches awaiting the expansive

influences of the locomotive is the Moose River Basin, a tract hundreds of miles north and west, almost directly north of Sault Ste. Marie and extending to the shores of Hudson Bay. An interesting report upon this district has been made to the Ontario Government by Prof. James Mackintosh Bell, which is full of valuable information.

He describes the great central plateau as a huge level plain in every way excellently suited for agriculture. The soil is "old land," a rich clay loam of extraordinary fertility. This fertile clay belt is almost a hundred miles wide.

Further north still are immense level plains extending clear to the shores of Hudson Bay, which are enormous natural meadows, the grass growing full four feet high by autumn. Formerly the home of countless caribou, Mr. Bell states that this country, once opened up, would immediately become the centre of a great grazing industry.

The wood of the country is very diverse, and interesting as proving the adaptability of the climate for agricultural purposes. There are many varieties of spruce, pine, cedar, birch, ash, while the familiar swamp elm is found in far northern latitudes. Many of these trees are of great size, cedars of ten feet in circumference being found, while the Banksian pine range to five feet girth.

In soil and forest capacities much of the country is splendidly suited for agriculture.

The question then is as to climate. Mr. Bell points out that the trees prove its suitability for farming, because were it too severe for agriculture it would also prevent their growth. But from personal observations he states that the climate is by no means so severe as is generally thought. Spring opens up during the last two weeks of April, the leaves appearing about the middle of May. The summer months are very hot, with plenty of rain. Winter sets in by the end of November, and though exceedingly cold the air is so dry and bracing that the low temperature is less troublesome than in more southern latitudes. Experiments in far northern districts have shown that tomatoes grow profusely, while Indian corn has grown well. Mr. Bell says there is no reason why ordinary cereals should not be grown as successfully as around Sault Ste. Marie.

The country is proved to be a land of vast wealth, only awaiting the advent of the railway to become a "white man's land," contributing its rich quota to Canada's greatness. That is part of the work the Grand Trunk Pacific Railway will perform.

Besides its agricultural possibilities many indications of mineral wealth are found, lignite, limonite, iron ores, and extraordinary deposits of peat existing in many parts of the country.

\* \*

IN our last issue we said that the increasing substitution of bread for rice in Japan was already creating a market for Western wheat in that country and that our millers stood to do a great trade in cheap flour with the Orient during the next decade. Upon this point there is much interesting information in the first report submitted by our newly-appointed commercial agent in Japan, Mr. A. MacLean. On the uses of flour in Japan he writes :

"Flour with a large percentage of starch has the greater demand. This quality is used in the manufacture of macaroni, vermicelli and certain kinds of Japanese cakes which are cooked by the steaming process. The Japanese are not as yet great bread consumers, their use of bread corresponds to our use of rice, mostly as a side dish, or extra, or between meals. Their staple food is rice; and the consumption of cakes, macaroni and vermicelli is comparatively large.

"Since machines (native makes) have been introduced for the manufacture of macaroni and vermicelli, the use of flour for such food has increased considerably, and where formerly only native

flour has been used in the manufacture, the demand has exceeded the supply and they have been compelled to use foreign flour, and as year by year the demand for this food increases the amount of flour consumed must increase and if flour is not imported then wheat must be ; the Japanese are preparing to grind considerable flour." Upon the methods to be used in introducing flour he says : "Several dealers here suggest the shipment to this market of 50 to 100 sacks of 24½ pounds each as a trial sample, to be distributed to reliable bakers through reliable dealers in order to have a fair trial, the effect of which would be the creation of a demand which might be confidently expected to increase if nursed and kept regularly supplied. Some American firms have sent out small consignments to introduce their flour, usually about 50 bags or 50 of 49 pounds each.

"A great deal of speculation has been done on the strength of the war, and use of flour in the army and navy, but the government is not buying any flour at present.

"Several bakers and dealers here suggest the establishment of a supply house for Canadian goods generally, such as flour, fruits, butter, &c., so that demand could be promptly supplied direct from stock. The expenses for premises and attendance, small at first, to be increased only as required. Some of the bakers say that they are unable to get from Canadian flour more bread to the pound, and others that they are able to get a trifle more — some say as much as 15 per cent. more—than from American flour. Statements of this kind usually depend upon the disposition of the deponent, rather than upon his experience." In the last quarter of a century the foreign trade of the Island Empire has increased tenfold. In 1901 it imported breadstuffs to the value of 3,144,171 yen (\$1,573,085) ; in 1902 its consumption of foreign wheat and flour had advanced to 3,518,374 yen (\$1,759,187) worth ; while during the first six months of 1903 its imports included \$1,500,000 worth of flour.

A PRELIMINARY summary of the mineral production of Canada for 1903, prepared by Mr. E. D. Ingall, of the Geological Survey, places the total metallic production at \$33,707,403; structural material and clay products, \$8,017,045 ; all other non-metallic, \$21,202,062 ; estimated value of products not returned, \$300,000 ; grand total for 1903, \$63,226,510, as compared with \$63,885,999 in 1902, \$66,339,158 in 1901, and \$64,618,268 in 1900.

The main feature presented by the mineral industry of Canada as a whole consists in the decrease in the grand total of production of a little over 1 per cent. in comparison with the figures for 1902. A comparison of the items for the two years shows the reason for this falling off. The shrinkage in the production of the Yukon placer gold fields, the total of which is placed at \$12,250,000, accounts for \$2,250,000 of the total diminishment of over \$2,500,000 in the gold output of the country. This is augmented by over \$1,000,000 decrease in the values of the output credited to others of the metallic class, viz., pig iron, silver, lead and nickel. To offset this the copper, iron ore and zinc industries exhibit increases aggregating nearly \$1,500,000, leaving a minus amount of a little over \$2,000,000 against the metallic class as a whole, equivalent to nearly 6 per cent.

Advances were shown in several of the non-metallic class, notably in coal and coke, limestone, mica, salt, cement, and in some of the clay products, the total growth in all the non-metallic showing increases amounting to nearly \$2,000,000, the advance in the coal and coke output accounting for over \$1,600,000 of this. As against these non-metallic industries showing increases, decreases are exhibited in the values of the production in asbestos, natural gas, petroleum and a number of others, aggregating about \$500,000, leaving a net gain in this class of somewhat under \$1,500,000, or a little over 5 per cent., to offset the above mentioned falling off in the metallic class, the final difference in the grand totals for the two years amounting to nearly \$660,000, or a proportional decrease of close on 1 per cent.

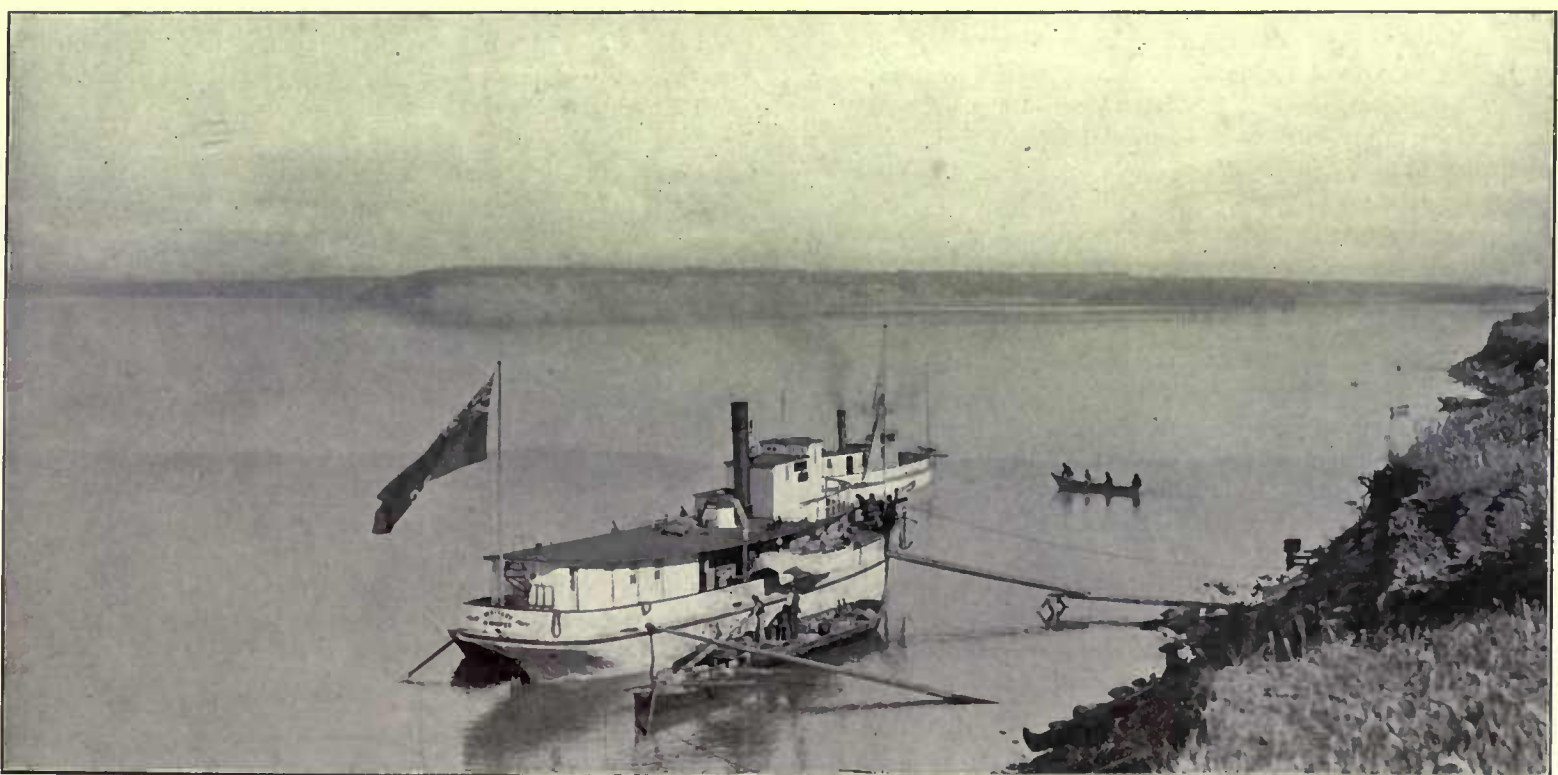


Photo by C. W. Mathers.

HUDSON'S BAY COMPANY "S. S. WRIGLEY" AT THE JUNCTION OF THE MACKENZIE AND LAIRD RIVERS. MACKENZIE.

# Financial Review

AT the time of writing it seems apparent that the market price of wheat will rule in the neighborhood of a dollar a bushel, even when the deliveries are being made in heavy volume. In several different years lately extremely high prices have prevailed during the spring months, in what is called the "tween seasons,"—the old crop having been nearly used up and the new crop not ready for market. Since 1881, if comparison is made on the basis of the corresponding season of the year, the present prices have been surpassed only once—in 1888. It is easy, therefore, to understand the anxiety shown by our Canadian financiers as to the size of the crop now being harvested in Manitoba and the North-west Territories.

Reports from Ontario are variable, but it is pretty well understood that, owing to the extraordinary severity of the winter, the fall wheat is a failure. It is not so easy to come to a satisfactory conclusion about the North-West, because the great speculation in wheat futures has called into circulation numberless rumors and estimates which contradict each other in lively fashion. The trouble is to tell which are reliable and which false. Mr. F. W. Thompson, of the Ogilvie Milling Company, sticks to his former estimate of about 60,000,000 bushels; and as this estimate corresponds pretty nearly with estimates made by other careful experts, it can perhaps be accepted as being reasonably accurate.

In some quarters the question has been raised as to the ability of the banks to finance this crop. The higher prices will undoubtedly make it an expensive crop to handle. The term "expensive" is used here in a peculiar sense. What is meant is that the banks will have to provide a great deal more money to enable the farmers to market a big wheat crop at a dollar a bushel than they would with wheat at 70c. In well informed financial circles it is thought that no disturbance will take place in the money market. Money has been easy all summer, with little demand for call loans at 5 per cent. Usually the Canadian bank circulation expands from ten to thirteen millions while the crops are being marketed. This year the banks have available a margin of unissued note circulation amounting nearly to nineteen millions, which is regarded as ample.

The effect which a profitable crop in Manitoba will have on the whole Dominion is expected to be very considerable. It is a noteworthy fact that notwithstanding decreasing gross earnings reported by the Grand Trunk and by many American roads, Canadian Pacific has reported an almost unbroken line of weekly increases since the winter's blockade was lifted. This is said to be largely due to heavy shipments of imported goods and manufactures from the East to Winnipeg and the West.

So far as the dairy industry of the Dominion is concerned, 1904 will go on record as a bad year. The exports of cheese and butter have a very important bearing on the financial situation. The bills of exchange drawn on Liverpool against these shipments go a long way in paying for our imports of all kinds, and in settling the interest on our debt (public and private) held in England. Therefore it is a matter of no small importance when the industry falls on evil days. The season commenced with prices fully 25 per cent. lower than last year, and they have remained at an unsatisfactory level ever since. Some of the little towns in the cheese districts report decreases of as much as forty to fifty thousand dollars in the amounts received from sales of cheese. The following table shows the shipments of cheese and butter from the port of Montreal up to 18th September, in comparison with the corresponding period of the previous year:

	1904	1903
Cheese, boxes.....	1,332,978	1,738,727
Butter, packages.....	339,966	223,853

In Stock Exchange matters at Montreal and Toronto there

has been some pronounced strength, due partly to the generally favorable condition of the Canadian industrial and commercial situations, and partly to the vigorous rise in New York stocks. The prompt action by the Dominion Government in the matter of the duty on rails was taken as indicating that the great steel plants at the Soo and at Sydney would be given everything reasonable in the way of protection. There ensued consequently a considerable rise in the securities of the Dominion Iron and Steel Company, with sympathetic strength in Dominion Coal. The securities of the re-organized Sault Ste. Marie Company are not on the market, and so no evidence was forthcoming as to the way the stock market experts rated the benefits which that company would derive from the new duty.

Nova Scotia Steel recovered a good deal of the loss it suffered through the unwarranted attacks made upon it. Canadian Pacific has been strong, in line with its confreres on the New York list. Most of the trading in this stock is done in Wall street, and it is, therefore, more susceptible than are the majority of Canadian stocks to Wall street influences. In Toronto, General Electric has been very strong, as have some other industrials.

Canadian bankers and brokers are watching New York with more than ordinary interest. The bankers want to know whether the one and two per cent. money rates are going to pass away; and the brokers want to know what is going to be the upshot of the efforts by Wall street's big fellows to foster a revival of stock speculation.

The surplus reserve of the New York associated banks stood at \$58,000,000 on the 27th August; but since that time the surplus has been melting rapidly under the combined influences of the heavy borrowings by stock speculators, and the drain to the interior on account of the United States crops. This rapid dwindling of reserves encourages the bankers to hope that money rates will go higher in October. Our bankers are obliged to keep very considerable sums employed in New York, and the matter of rates is important to them. The prospects for the Stock market are not so clear. Some of the more conservative people have been opposed to this rise; they say it is not prudent to try to carry on a bull movement while the crops are being financed.

London and Paris are discussing impending loans by Japan and Russia. These big borrowers thought their last loans were costly, but it is likely that anything new they bring out will be costlier still.

\* \*

THE following figures, taken from the annual report of the Canadian Pacific Railway, are interesting, as showing not only the increase in the business of that company, but also the great growth in Canadian trade:

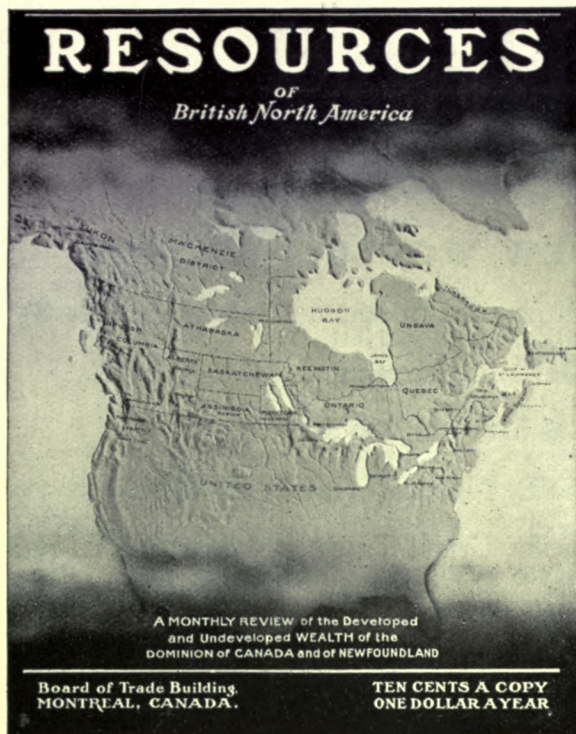
## FREIGHT TRAFFIC.

	YEAR ENDED JUNE 30TH		
	1903	1903	1904
Number of tons carried.....	8,769,934	10,180,847	11,135,896
Number of tons carried 1 mile.....	3,247,922,167	3,862,242,993	3,809,801,952
Earnings per ton per mile.....	0.75 cts.	0.74 cts.	0.77 cts.

## PASSENGER TRAFFIC.

	1903	1904
Number of passengers carried.....	5,524,198	6,251,471
Number of passengers carried one mile.....	635,855,533	677,940,496
Earnings per passenger per mile.....	1.73 cts.	1.83 cts.





AN ILLUSTRATED MONTHLY MAGAZINE AND REVIEW SHOWING THE ILLIMITABLE RESOURCES OF THE DOMINION OF CANADA AND OF NEWFOUNDLAND, CONDUCTED BY MEN WHO ARE ALIVE TO PRESENT CONDITIONS, AND WHO THINK AND PURPOSE TO DEMONSTRATE THAT, FOR HOMESEKERS AND INVESTORS ALIKE, BRITISH NORTH AMERICA FURNISHES UNRIVALLED OPPORTUNITIES AND INDUCEMENTS.

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\* \* \*

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Their names are :

- (1) MRS. J. M. GEDDES, Calgary,  
[Whose pictures form frontispiece]— - - \$8.25
- (2) J. C. PARSONS, St. Johns Nfld.  
[Photo in Newfoundland notes]— - - 8.25
- (3) D. M. SUTHERLAND,  
Fort Saskatchewan, Alta.  
[Pictures on page 6]— - - - - 8.25

In the half-tone reproductions the photos do not fully show the beauty of the originals.

P.S.—The odd 25c. has been presented to the office boy.

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SO numerous, and of so varied a nature, are the enquiries for general and statistical information that have been received at the offices of "RESOURCES" since the appearance of the initial issue in June 1903, and such is the impossibility of replying to our correspondents individually and at length, that it has been decided to establish a

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BRITISH NORTH AMERICA

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Telegraph or write the General Passenger Agent for confirmed dates of sailing and saloon reservations.

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The **Northern Pacific** folder on Yellowstone Park, just issued, is a new, right up-to-date, finely illustrated dissertation on this Yellowstone Park trip. It is not descriptive, but deals with the detailed, technical matters everyone needs to know about such a trip. It tells all about the hotels, the stage coaches, the roads, the cost of the tour; where the geysers, the waterfalls, the bears, the canyons are, and where the trout fishing is found. We have printed thousands of this beautiful leaflet and want everybody interested to have a copy, and it can be obtained by sending A. M. Cleland, General Passenger Agent, St. Paul, Minn., **two cents** with proper address.

"**Wonderland, 1904**," which is a very fine pamphlet of 116 pages, descriptive of the Northwest, including the Park, will be sent for **six cents**.

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