

Vol. III. November, 1905

No. 11

# RESOURCES

## OF *British North America* AND NEWFOUNDLAND

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

Board of Trade Building,  
MONTREAL, CANADA.

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Lve. MONTREAL (Bonaventure)	- 9.00 a.m.
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" Thousands Islands Jct	12.08 p.m.
" Kingston	12.46 "
" Napanee	1.08 "
" Belleville	1.37 "
" Cobourg	2.35 "
" Port Hope	2.45 "
" TORONTO	4.30 "
" HAMILTON	5.30 "
Arr. St. Catharines	9.30 p.m.
" Niagara Falls, N.Y.	9.55 "
" BUFFALO, N.Y.	11.15 "
Arr. Woodstock	7.00 p.m.
" London	7.43 "
" Chatham	9.19 "
" Windsor (East. Time)	10.20 "
" DETROIT (Cent. Time)	9.45 "
" Durand	11.55 "
" Lansing	12.50 a.m.
" CHICAGO	7.42 "

Solid wide Vestibule Train with elegant First-class Coaches, Pullman Sleeping Cars MONTREAL to CHICAGO.

Grand Trunk Standard Cafe-Parlor Car, serving meals and refreshments a la Carte MONTREAL to DETROIT, NIAGARA FALLS and BUFFALO.

Lake Ontario in view for more than 100 miles of the journey. Fast time. Polite employees. Grand Scenery and unexcelled equipment.

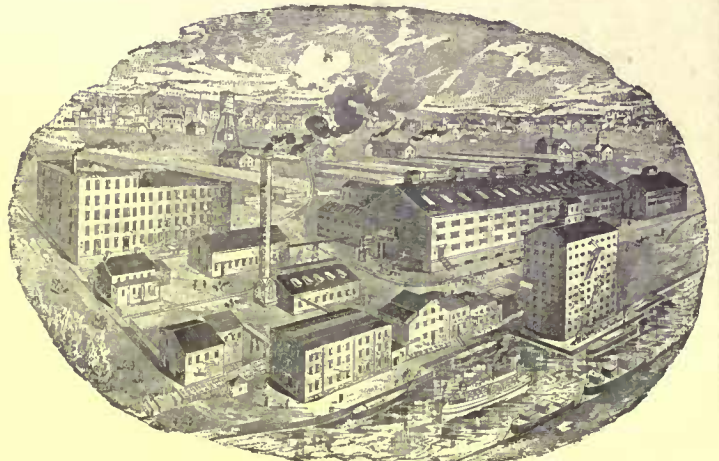
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EST. 1858

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NOVA SCOTIA

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## The "MARITIME EXPRESS,"

Leaving Montreal at 12.00 Noon  
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For descriptive Hunting Literature, write  
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The only Company specially devoted to the insurance of consequential loss

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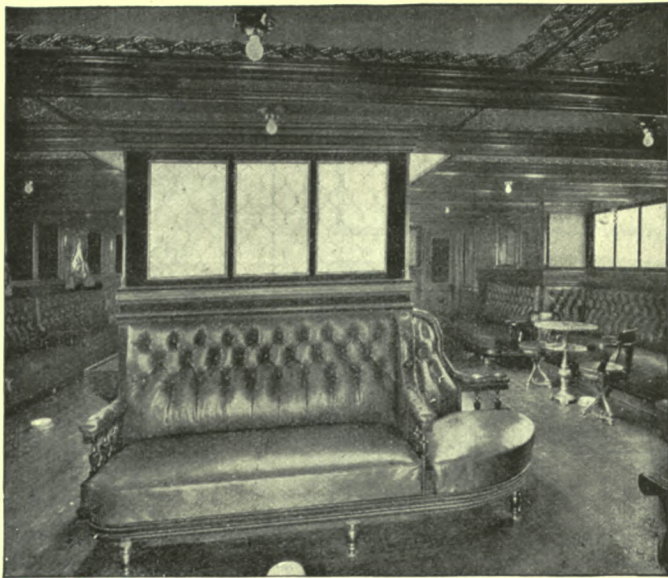
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**Certificates payable in any part of the world**

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A CORNER IN SMOKING ROOM OF SS. "TUNISIAN."

## Allan Line

ROYAL MAIL STEAMERS

### Montreal to Liverpool

NEW FAST TRIPLE SCREW TURBINE STEAMERS

"VICTORIAN" AND "VIRGINIAN" 12,000 Tons

TWIN-SCREW STEAMERS

"TUNISIAN," 10,375 Tons "BAVARIAN," 10,250 Tons

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REGULAR WEEKLY SAILINGS

Unsurpassed Accommodation Moderate Rates.

Apply to H. & A. ALLAN,

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THE numerous Mill Sites, Water Powers, vast Timber and Mineral Lands adjacent to this Railroad, afford desirable locations for Wood Working Factories, Flour Mills and manufacturing enterprises of every description. Liberal encouragement will be given manufacturers, and correspondence is invited.

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## Quebec & Lake St. John Railway

**Excellent Land  
for Sale by Government in Lake  
St. John Valley at  
nominal prices**

New settlers, their families and a limited quantity of effects will be transported by the Railway free. Special advantages offered to parties establishing mills and other industries.

This Railway runs through 200 miles of the finest spruce forests in America, through a country abounding in water-powers, and of easy access to steamship docks at Quebec. *An ideal location for the pulp industry.*

For information address the Offices of the Company, Quebec, Que.

# Western Canada

Offers Great Advantages

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OPEN DOOR

LANDS  
OPENING UP

WESTERN CANADA'S  
WHEAT  
SPEAKS

Free Homesteads  
Bountiful Harvests  
Stream of Settlers  
Good Railway Facilities  
Vast Herds

**Are You Looking for a Home ?**

Canada offers 160 Acres free

Western Canada possesses the  
last Free Grant Land to be had  
on the North American Continent

CANADA will have  
in the summer of  
1905 nearly four times as  
many acres under wheat  
as there will be in the  
whole of Great Britain.  
—Commissioner of Immig-  
ration, Winnipeg.

THERE is room in  
Western Canada  
for all the people that  
can be sent from the  
British Isles to grow  
wheat to feed the British  
people.

**Prosperity Follows Settlement in Western Canada !**

**More Than Half a Million Have Started their Homes There !**

**There are Vast Areas Still Waiting to be Tilled !**

LETTERS pour in from contented settlers, from some of which the following extracts are made:—"From the first we had faith in the country and in eventual success, and we have not been disappointed. Two members of our family are farming on their own account, and both doing well. Two younger sons are farming together. We own sixty head of horses, seventy-five head of cattle and sixty-eight pigs. We had two hundred acres under crop last year, and hope this year to have nearly two hundred more. We are well equipped with all necessary farming implements. We have good railway accommodation, and elevators and markets for our produce. We have an excellent school situated in the centre of the township, also a post office within a mile and a half. We have been able to bring out and settle six English families all within a few miles of us, and we may say 'Still there is room to follow.' We can safely recommend Western Canada to any man with 'Push, Tact and Principle.' Such can soon surround themselves with not only the comforts of life but more."

Again, "The quality of the soil leaves nothing to be desired—the luxuriant growth is a proof of this. We have grown vegetables this year that I have not seen equalled in England."

Still another says, "It has not cost me a cent for fuel of any kind. I have plenty of firewood on my place, plenty of fencing and building material, and coal a few miles away by paying a few cents for a permit to mine it myself."

**RICH REWARDS for INDUSTRIOUS FARMERS  
PLENTY OF ROOM**

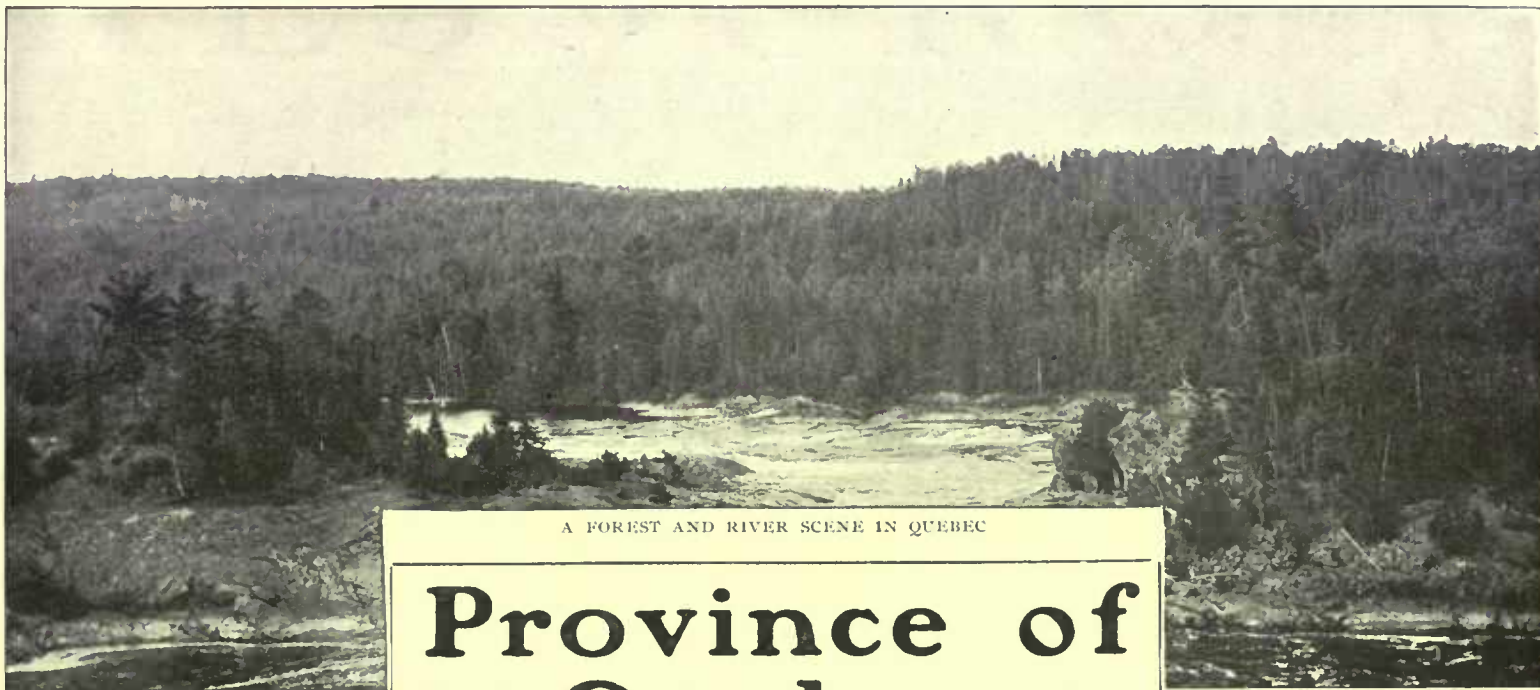
*"To breathe the wind on the ranges, the scent of the upturned sod."*

**Manitoba alone has an area of 47,188,480 acres.  
For farming purposes 25,000,000 are available.**

EVEN this is but a fraction—600 miles from north to south and twice that distance from east to west within the limits of Manitoba, and in the adjoining Western Provinces is an area of 372,112 square miles, of which 135,000,000 acres are good farm land, and of this less than 3,500,000 is as yet under cultivation. A tract of fertile country more than three times greater than the total area of the British Isles.

Information and advice can be freely obtained from the following: W. W. CORY, Deputy Minister of the Interior, Ottawa, Canada; W. D. SCOTT, Superintendent of Immigration, Ottawa, Canada; W. T. R. PRESTON, Commissioner of Immigration, 11 and 12 Charing Cross, London, England.

# Resources



A FOREST AND RIVER SCENE IN QUEBEC

## Province of Quebec



### Timber Lands

OF THE PROVINCE  
COVER OVER

225,000 Square  
Miles

Limits to be offered at auction in 1906. Location and areas to be had on application. The attention of Paper Manufacturers and Wood Workers is called to the facilities for manufacturing to be had in the province.

### Water Powers

FOR SALE

Forty-three powers have been surveyed during the last two years. Power available ranges from 500 to 100,000 horse-power. Send for maps and other particulars.

### Fish and Game

SALMON	MOOSE
TROUT	CARIBOU
OUANANICHE	DEER
MASKINONGE	ETC.

Hunting territories (not over 400 square miles to one person) can be secured at from \$1.00 per square mile a year.

For location of hunting and fishing districts apply to this department.

### Crown Lands

FOR SETTLEMENT

OVER 7,000,000 ACRES HAVE  
BEEN SURVEYED AND  
DIVIDED INTO

### FARMS

PRICE FROM 20 CENTS TO 40  
CENTS PER ACRE

ACCORDING TO DISTRICT

For further information apply to  
this Department.

### Minerals

The attention of Miners and Capitalists in the United States and Europe is invited to the mineral territory open for investment in the province.

GOLD  
SILVER  
COPPER  
IRON  
ASBESTOS  
MICA  
PLUMBAGO  
CHROMIC IRON  
GALENA, Etc.

Ornamental and structural materials in abundant variety. The Mining Law gives absolute security of title, and has been specially framed for the encouragement of mining.



HARVEST SCENE ON THE FARM OF J. R. HUDON AT ST. JEROME

FOR FURTHER INFORMATION APPLY TO

**HON. A. TURGEON,**

Minister of Lands, Mines and Fisheries

Parliament Buildings, Quebec, Can.



THE GATEWAY OF THE FAR NORTH-WEST

THIS PICTURE WILL GIVE AN IDEA OF THE SUPERB SITUATION OF EDMONTON, THE CAPITAL OF THE NEW PROVINCE OF ALBERTA. THIS THRIVING CITY OWES ITS COMMERCIAL PROSPERITY TO THE STRONG STRATEGICAL POSITION IT OCCUPIES AS A DISTRIBUTING AND MANUFACTURING CENTRE NOT ONLY FOR NORTHERN ALBERTA BUT FOR THE GREAT TERRITORY STRETCHING AWAY TO THE ARCTIC CIRCLE. IN THAT VAST REGION THE INHABITANTS SLEEP IN BLANKETS MADE IN EDMONTON OF CENTRAL ALBERTA WOOL AND EAT FLOUR, BACON AND BUTTER MADE AT EDMONTON. THE DOORS AND WINDOWS OF THE FAR NORTHERN HOMES ARE SENT FROM EDMONTON FACTORIES AND THE CIGARS SMOKED UP THERE ARE ALSO AN EDMONTON PRODUCT. IN FACT EVERY PACKAGE OF MERCHANDISE THAT GOES INTO THAT GREAT COUNTRY BEARS THE BRAND OF SOME EDMONTON HOUSE. WHEN THE GREAT PROVINCE OF ALBERTA WAS CARVED OUT OF THE WEST IT WAS NOT BY ACCIDENT NOR WITHOUT DUE CONSIDERATION THAT OUR LEGISLATORS FIXED ON EDMONTON AS THE PROVISIONAL CAPITAL. EDMONTON IS 318 MILES NORTH OF THE INTERNATIONAL BOUNDARY, THE SOUTHERN LIMIT OF THE NEW PROVINCE, AND 446 MILES SOUTH OF THE NORTHERN BOUNDARY OF ALBERTA. IT IS 210 MILES EAST OF THE BOUNDARY BETWEEN ALBERTA AND BRITISH COLUMBIA AND 150 MILES WEST OF THE EASTERN BOUNDARY OF THE PROVINCE. IT IS, THEREFORE, VERY NEAR THE GEOGRAPHICAL CENTRE OF WHAT IS DESTINED TO BE ONE OF CANADA'S GREATEST PROVINCES.

# RESOURCES

DEVELOPED AND UNDEVELOPED OF BRITISH NORTH AMERICA

Vol. III.

Montreal, Canada, November, 1905

No. 11



WORKING ON THE IRRIGATION SCHEME OF THE CANADIAN PACIFIC RAILWAY AT CALGARY.



HOW THEY THRESH THE WHEAT IN WESTERN CANADA

## OUR POINT OF VIEW

**W**E are an optimistic people. There is no characteristic of our nation which so generally impresses the modern visitor to the Dominion as the boundless belief of the Canadians in the future of Canada. If we go further and say that our optimism is intelligent, that our hopeful outlook upon the future is based on a clear and precise knowledge of present-day conditions, we believe we shall carry with us most observers of our nation. It is, therefore, a matter of interest to find that Canadian commercial men have been surprised at the recent rapid rise in some of our stocks and in several cases have not been the ones principally benefitting from this upward movement. It has been a common remark during the last few weeks that it would be difficult to find half-a-dozen men in the city of Montreal who held 150 shares of Canadian Pacific bought at under \$150 a share and several instances have been given of corporations holding this stock who sold out at about the figure mentioned. It is well-known that the extensive dealings in Hudson's Bay securities which have sent the shares of that company soaring up from a lowest figure of £34 ½ and a highest of

£54 ¼ in 1904 to close upon £90 a few weeks ago, have not taken place in Canada but in New York and London where the financiers of those centres were the parties interested. It is a trite remark that spectators see most of the game and the application holds to some extent in this instance. The spectacular rise in the values of companies interested in the land and development of Western Canada has been to a great extent the work of Americans and Englishmen who, much less intimately acquainted with the details of Canadian conditions than our own people, were yet able from a distance to take a broader view of our affairs than was visible to any but a few of the exceptionally foresighted men actually living amongst us.



A STREET SCENE IN CALGARY, THE LARGEST CITY BETWEEN WINNIPEG AND THE PACIFIC COAST

first, the bumper harvest and, second, the good immigration year. At the close of November, 1904, it was known that there had been a great increase in the acreage ploughed in the West as compared with that broken twelve months before. The Canadian

**T**HE immediate, the obvious, influences which caused this rise in the stocks of Canadian companies interested in the West, were,

Pacific Railway issued a report on November 29th showing a gain of from 20 to 25 per cent. over the area fall ploughed in 1903. It was thus early apparent, therefore, that given average weather during 1905 the crop would considerably exceed that of last year. By May an immense harvest was coming on under ideal conditions. Together with this auspicious agricultural outlook the shipping companies were in the spring and early summer announcing an unprecedented number of immigrants entering Canada. A steady rise in the class of securities aforementioned took place concurrently with the growing of this bumper crop and the coming of tens of thousands of new citizens for the West. It did not take wonderful prescience to foresee that these conditions were likely to cause enhanced values. A crop of 90 or 100 million bushels of wheat is intrinsically calculated to send up the shares of railway companies whose lines either pass through, draw from or deliver to the wheat-bearing country, and it was no surprise to see observers of the Canadian Pacific, the Canadian Northern, and to a lesser extent, the Grand Trunk Railway Systems, making investments on the strength of this anticipated traffic increase. An influx of settlers, too, as great if not greater than that which came here in 1904, naturally sent up the price of land even in the Great West, where, despite the practically inexhaustible supply of country capable of producing wheat, that near to existing towns and railways has already been sought after. For a very substantial rise in Canadian Pacific, Hudson's Bay, and the numerous Western land companies, Canadians and those intimate with conditions here were, therefore, prepared, but the two bull points we have mentioned were by reason of their very obviousness limited in effect. After all one crop does not make a fortune for a farmer or a railway, although it may mean uncommonly good business conditions in one particular year. Hence, optimistic as to and well versed in their country's affairs as most Canadian commercial men are, they grew wary when they saw the leaps and bounds that stocks were making. A steady, substantial advance they expected and profited by, but when shares which had already registered fifty per cent. advances continued to jump up two and three points in a single day, caution got the better of optimism and paper profits were converted into hard cash. As we have said when Canadian Pacific, which around Xmas, 1903, sold as low as 109, reached 150 a great many Canadian holders got out, and it is estimated that less than 25 per cent. of the outstanding capital is held in Canada to-day. But still that stock and others continued to soar upwards. We have already referred to the sensational rise in Hudson's Bay shares. Those of the Canada North-West Land Company, however, can show a record even more remarkable. Hawked about the market in 1897 at two dollars a share, they reached the neighborhood of \$40 in 1901. In 1902 they were sold at over \$150 and in 1903 at \$260, dropping in 1904 to \$180. Only a few

days ago a large sale was made at Toronto at the sensational price of \$400. Other land companies showed increases in the value of their shares only a little less sensational. There was much talk of pools behind the movements of Canadian Pacific Railway, Hudson's Bay and other stocks, but this is a time-honored explanation for advances which cannot be based upon some visible, concrete cause.

**S**ANE imagination is a rare gift—the power of constructing the future, of reconstructing the past. What we might call commercial imagination is rarer still. It is denied to ninety-

nine per cent. of toiling humanity who work for their daily bread; it is the one trait found common to the merchant princes of history and to the millionaires of to-day. The power to see ahead of one's surroundings, to forecast if only for a comparatively brief space the trend of events is, in the person of a man of resolution and decision, a gift of the first commercial value. It has been the exercise of commercial imagination which has impelled a few big men to buy these Canadian stocks at a price which fully discounted the great harvest and the good immigration season. A few men looking out upon Canadian affairs, as it were, not from the street level but from the commanding elevation of a mountain top, saw not only a vast land where a vigorous but scattered people—increasing daily by the coming of men of all nationalities—were struggling with a golden harvest almost beyond their power to garner, but a vision of the future wherein this illimitable domain was covered by a vast multitude of people, to be reckoned not by hundreds of thousands as to-day but by millions and tens of millions, rich from gathering the fruits of Nature so long stored up in this wonderful land. They had heard talk of Canada, "the Granary of the Empire," but until a crop of near 100 million bushels had been actually grown on little more than four million acres in a land where one hundred and fifty million acres



EDMONTON OAT CROPS.  
THE OATS IN THE LEFT HAND OF THE FARMER—A FULL-SIZED MAN—WERE GROWN ON SECTION 10-47-27 WEST OF 4TH; THE OTHER SAMPLE IS FROM FIELD IN SECTION 12-27-47 WEST OF 4TH.

stand ready for the plough, there was no grasp of the tremendous commercial fact that the world is about to see the growth and development of the Western United States repeated in Western Canada. Once admit this idea and even the present price of these securities will not seem inflated. The C. P. R. common stock at its present price only pays 3.50 per cent, but what will one share of \$100 be producing when there are ten millions of people in Western Canada in place of the bare three-quarters of a million who are now lost in its vastness? The accompanying diagram-map shows the number of people to the square mile in the West of Canada compared with the other provinces. In Alberta and Saskatchewan there is not to-day one person to the square mile—as against 341 persons in the United Kingdom, 270 persons in Germany and 190 persons in France to the same area. The measure of a country's population is regulated by its means of



sustenance. In Alberta and Saskatchewan there are officially said to be 85 and 90 million acres of land respectively suitable for cultivation. The C. P. R. alone holds more than ten million acres of land, sufficient to support a tenth of the whole present-day population of this Western country. And the holdings of the Hudson's Bay Company are also on an enormous scale. That the agricultural wealth and populousness of the Western United States will be paralleled in Western Canada is the belief of far-seeing men conversant with conditions on both sides of the Western international border line.

LOOK at the accompanying map of Canada and notice the dotted line showing the northern limit of cereal-growing and then compare the vast extent of territory contained within this far-flung boundary with the small extent actually cultivated to-day. Those who still think of North-Western Canada as a waste of snow and ice, may shake their heads as they see the line reaching up towards the Arctic circle, but they are probably unaware that for years the missionaries and Hudson's Bay people living in the northern latitudes indicated have grown splendid crops of wheat for their own consumption. And the further fact is likely unknown to them that the colder the climate is in which wheat can be grown in Western Canada the harder will be the wheat. This is the secret of our No. 1 hard wheat. We have a gigantic extent of country West and North-West of Manitoba capable of producing the finest wheat in the world and under conditions which offer not only a living but prosperity, even comparative wealth to those who will undertake the work. Instances of men

who have paid for their land in one year and had a handsome margin over are to be heard on all sides in the West. This very evening's paper, as we write, contains the case of a man at Nanton between Calgary and the United States boundary who had this year 100 acres of wheat under crop. He produced 51 bushels to the acre and sold his 5,100 bushels at \$1 a bushel. A few years ago this land was thought to be fit only for ranching. Small wonder that thousands of American farmers are pouring across the border line and that the immigration from Europe yearly grows in volume. The stream is small to-day to what it will be when knowledge of Western conditions becomes more widespread. Sir Wilfrid

Laurier predicted at Quebec a few weeks ago that before two years are over the number of immigrants will reach 300,000 a year. At present it is about half this. The best advertising medium of Canada is a prosperous settler—his testimony bears more weight amongst his relatives and friends than the most

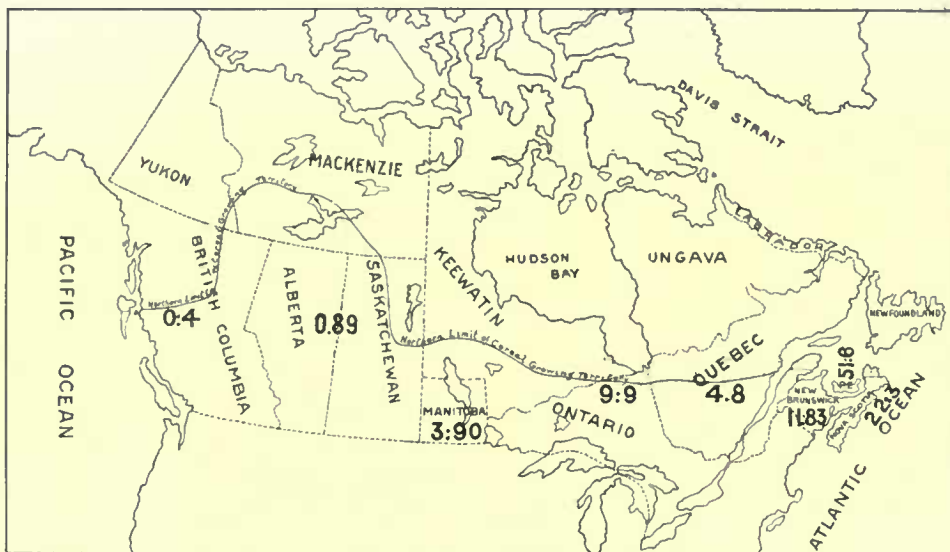
persuasive agent or the most attractive literature. This kind of advertisement it is that is now drawing American and Continental peoples over here. This summer the C. P. R. has been hard put to in handling all the passengers who were bound for the West. With two transcontinental trains daily it has been difficult for either tourists or settlers to get accommodation, and since the beginning of October the line from the wheat fields to Fort William has been congested with the flow of grain pouring down eastwards. Not a day too soon will the Grand Trunk Pacific be completed, and before the

last rivet is put into its steel highway there may already be another transcontinental spanning the continent. The Canadian Northern will reach Edmonton almost before these lines are ready and the last stage in its overland route across the northern part of British Columbia will not long stand before the indomitable energies of Messrs. Mackenzie and Mann.

IT was in May, 1869, that the first line to cross the United States from ocean to ocean was completed, when the Union Pacific and the Central Pacific building from East and West respectively met near Salt Lake City. Since then—thirty-six years ago—four other transcontinental lines have been built. The Canadian Pacific joined our Atlantic coast

with the Pacific in 1885—twenty years ago. Before 1910 Canada will have the Grand Trunk Pacific and in all probability the Canadian Northern joining the Far East and the Far West of our Dominion. Sir Wilfrid Laurier forecasted at Fort William the other day the need for yet another transcontinental by the time the Grand Trunk Pacific is finished. Who shall say that when thirty-six years have elapsed from the time—1885—when our first through line was completed—that is by 1921—Canada may not have as many overland routes as the United States has at the present day, thirty-six

years after its first line was finished? Unlike the American lines which were built largely in advance of the necessities of the



THIS MAP SHOWS THE NUMBER OF PERSONS TO THE SQUARE MILE IN EACH OF THE PROVINCES OF CANADA. THE FIGURES ARE TAKEN FROM THE NEW ISSUE OF THE "STATISTICAL YEAR BOOK," WITH THE EXCEPTION OF THOSE FOR THE NEW PROVINCES OF ALBERTA AND SASKATCHEWAN, WHICH WE HAVE CALCULATED UPON THE ESTIMATE OF AN AREA OF 253,965 SQUARE MILES FOR ALBERTA AND 243,192 SQUARE MILES FOR SASKATCHEWAN, THE UNITED POPULATION OF THE TWO BEING RECKONED AT 450,000.



IN CAMP AT FISH LAKE, NEAR CARRIVALE, SASK. THE OPPORTUNITIES FOR OUTDOOR SPORT AND RECREATION IN OUR NEW PROVINCES ARE MANY AND VARIED.

districts they traversed, with the result that heavy losses were incurred, the new Canadian transcontinentals will simply be catching up with the advance of settlement in the North-West.

**S**IR WILFRID Laurier has said; "The twentieth century is to be Canada's century," and before it is over the United States will see north of its border line a chain of cities and towns from East to West like those prosperous communities which stretch across its own vast country. Montreal has to-day 300,000 inhabitants and is, by its position as the great national port of entry on the Atlantic coast, the New York of Canada. There is even more aptness in the name which the Western people give to Winnipeg as the Chicago

of Canada. Winnipeg occupies the same commercial position in Canada that Chicago does in the United States—each is the half-way house across the continent and the great emporium and clearing-house for the vast agricultural country west of it. And the growth of Winnipeg has not been much less remarkable than that of its great American prototype, for whereas it only contained 200 people in 1870 it now numbers its citizens at 80,000. Many Canadians, not Westerners, believe that it will some day be the largest city in the whole Dominion. Fort William on Lake Superior was likened by Sir Wilfrid Laurier the other day to Duluth, and it may easily come to rival it some day as a lake port. It is a far cry—nearly two thousand miles—from Winnipeg to the Pacific Coast, where stands, in as beautiful surroundings as man could wish for or imagine, Vancouver, the San Francisco of Canada. Against the 325,000 inhabitants of the Californian capital Vancouver can only set some 50,000, but remember that before the Canadian Pacific Railway came in 1885 Vancouver was not. In a recent issue we gave some thought to its future which promises to be as bright as any city in the Dominion. We

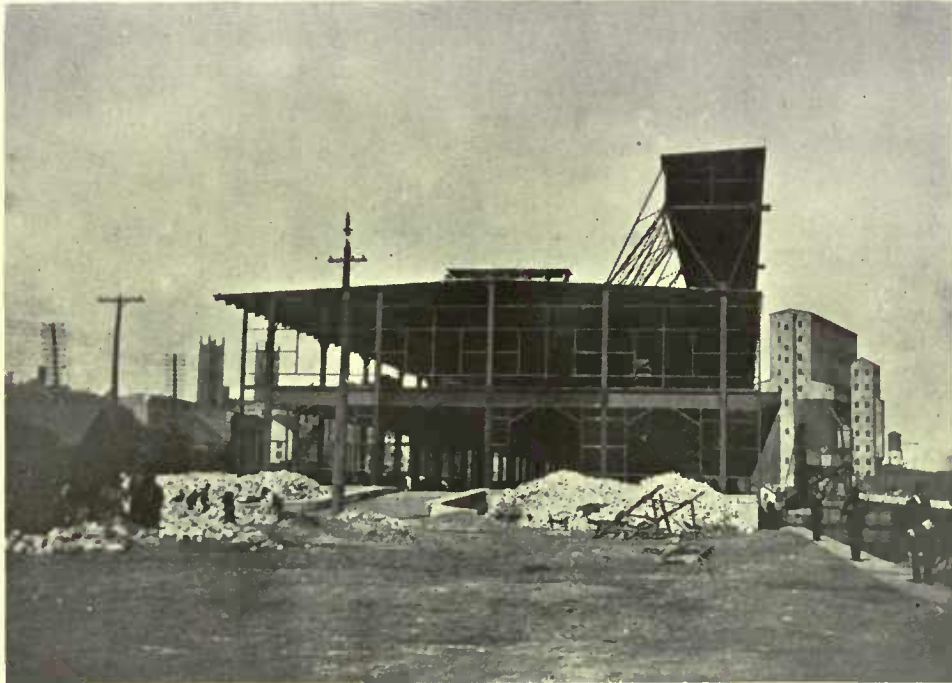
have jumped from Winnipeg to Vancouver in search of Canadian parallels to some of the great American cities, but where in our three days journey over the Canadian Pacific did we see the replicas of Salt Lake City, Denver, Omaha, Minneapolis and St. Paul, Kansas City and the other populous cities West of Chicago?

To-day there is only one town between the Manitoba capital and the Pacific coast with more than 10,000 people—Calgary with 12,000. Think of the growth of cities and towns which must take place in the immediate future in Western Canada. With the coming of the railways the beginning of great aggregations of people can be seen. Edmonton which in 1883 contained just twelve log buildings has now an urban population of 10,000. Hitherto it has been on a branch line only, but it will be the chief point on the Grand Trunk Pacific bet-

ween Winnipeg and the Pacific and also the present terminus of the Canadian Northern. Sir Charles Rivers-Wilson, the President of the Grand Trunk Railway, said at the general meeting of the company held in London, 13th October: "I think we may predict almost as great a future for Edmonton as that which is certain to come to Winnipeg. I believe Winnipeg and Edmonton will be the two great cities of the West." Brandon, Regina, Moose Jaw, Lethbridge, Medicine Hat are forging ahead, the first two nearing the 10,000 mark. Only those who know the sweep and scope of things in the West can realize how soon these places will be populous centres of prosperity. Sane imagination can picture a Western Canada with ten millions of people a generation hence, where pleasant cities and thriving on-coming towns and villages—drawing their wealth from a vast countryside of fertile farms—shall be set alongside the strands of a network of steel rails which will soon cover all our Western plains. This, we believe, is the picture in the minds of the fiercest bulls of Canadian stocks with Western interests, and it is one which human eyes will look upon in fair reality before many years shall have passed away.

**I** HAVE been reading the diary of Mr. James Hodd, an experienced English grain buyer of Winnipeg, who bade me goodbye at Edmonton on August 27. His diary was kept for his business firm and his family. The evidence of it is, therefore, absolutely to be trusted. He travelled to Athabasca Landing, 85 miles due north, by team, then up the Athabasca about 130 miles as the crow flies, by "tracked" York freight boat, to the west end of Lesser Slave Lake, then by paddle and pack horse eighteen days, going beyond the Smoky River to a point about longitude 118 west and latitude 55.40 north. His course was meandering and deliberately exploratory, for his business was land inspection.

He has as yet no pecuniary interest there. His diary reports good arable land pretty generally all the way, and no news from trappers and hunters of it ending in any direction. Now, if you draw a triangle, with Vermilion for the apex and Mr. Hodd's course for the base, it will include a country of about 200 by 220 miles, having an area of about 22,000 square miles in the triangle. The country in that area is pretty well known. So much of it is certainly good arable land that, considering also how much similar land is known to lie outside the triangle, it would be unreasonable to reckon the good arable at less than 30,000 square miles.—E. W. Thomson in *Boston Transcript*.



END VIEW OF THE MUCH-DISCUSSSED HARBOR SHED IN THE PORT OF MONTREAL—THE NEW YORK OF CANADA. THIS SHED WAS COMMENCED TWELVE MONTHS AGO. IT PASSES THE WIT OF MAN TO SAY WHEN IT WILL BE COMPLETED.



A VIEW ON THE SHORES OF LAKE ST. JOHN. IT WAS FROM PORTAGE A L'OURS, WHICH IS TWENTY-FIVE MILES FROM ROBERVAL, AT THE HEAD OF LAKE ST. JOHN, THAT MR. OBALSKI STARTED ON HIS TRIP TO LAKE CHIBOGOMO. THE AGRICULTURAL DEVELOPMENT IN THE LAKE ST. JOHN DISTRICT DURING THE LAST FEW YEARS HAS BEEN MOST REMARKABLE.

## A SUDBURY IN QUEBEC ?

Will the Lake Chibogomo region prove to be this?

THE agricultural wealth of Canada is known the world over, but of the immense mineral deposits contained within the boundaries of the Dominion even the geological and scientific world is only now beginning to have an adequate conception. The extent and wide distribution of our valuable minerals depend upon two main facts; first, that it is the crystalline rocks, and more particularly the oldest series, known to geologists as Archæan, which are the metal-bearing rocks in particular, and, second, that these crystalline rocks in their oldest known formation cover almost the entire country. It is here that the great Laurentian series, the most ancient rocks yet found, reach their fullest development. They extend in a broad V-shaped band, whose base lies in the angle between the Great Lakes and the St. Lawrence River, and which reaches northwardly to Hudson's Bay, eastwardly to Labrador and Newfoundland, and northwesterly to the Arctic Ocean. In this great area are interspersed also wide zones of Huronian rocks and it is more particularly on the borders of these areas that mineral veins are found. The mining districts of Lake Superior, of Northern Ontario and Lake Temiscamingue are well known. They all belong to the great Huronian formation, but what is not to-day common know-

ledge is that in the western section of the Province of Quebec there is a belt some 140 miles wide from north to south where this Huronian formation is found in a very well developed state. All the explorers of the Geological Survey who have visited this region agree as to the possibilities it offers from a mining point of view. In this belt there is one particular section where the mineral deposits are unusually rich. This is in the Lake Chibogomo region on the watershed of the Hudson's Bay and some two days canoe journey or some 36 miles from great

Lake Mistassini. The district was first traversed in the year 1674, by the Jesuit explorer, Father Albnel, some account of whose journey will be found in Miss Agnes Lant's fascinating book, "The Pathfinders of the West." After this pioneer visit it does not appear to have been visited by any scientific man until 1870, when Mr. James Richardson of the Geological Survey made a report upon it. Mr. A. P. Low of the same survey explored it in 1885, and in 1897 Mr. Henry O'Sullivan made another exploration. In 1903 Mr. Peter McKenzie made two trips there. The latter brought



THIS PICTURE OF A WELL CULTIVATED FARM IN THE PROVINCE OF QUEBEC WILL GIVE SOME IDEA OF WHAT THE FACE OF THE LAKE ST. JOHN DISTRICT WILL BE LIKE IN A FEW YEARS.

back good specimens of asbestos, iron pyrites, and rocks showing the nature of the formation and on these being submitted to the officials of the Quebec Government and to the then

## Resources

Premier (Mr. Parent), Mr. J. Obalski, the Quebec Government mining engineer and inspector of mines, was ordered to make an expedition there and find out authoritatively whether the mineral richness of this region had been correctly diagnosed by Messrs. Richardson, Low and O'Sullivan, who had each pointed out the existence of valuable deposits. The account of Mr. Obalski's journey to Lake Chibogomo is contained in the Report of the Department of Lands, Mines and Fisheries on *Mining Operations in the Province of Quebec for 1904*, by Mr. Obalski, and makes very interesting reading. Lack of space prevents us giving details of the canoe journey of Mr. Obalski and his Montagnais Indian guides, starting from Portage à l'Ours, 25 miles from Roberval, on Lake St. John, on August 19th, and traversing river, lake and portage until, on the 11th September, he crossed Lake Chibogomo the objective of his journey and proceeded to Paint Mountain at its north-eastern extremity where the work of investigation was ready to begin. It may be mentioned that on the journey several great waterfalls were passed, including the Chaudière Falls on the Chamouchouan River, at least 100 feet high, constituting a splendid water-power, estimated by Mr. Obalski as capable of furnishing no less than 100,000 horse-power at low water; also the Vermilion Falls and Gras Falls, 50 feet and 40 feet high respectively, capable of developing 9,000 and 4,000 horse-power. Lake Chibogomo is a large sheet of water of a variable length of about 20 miles and an average width of about ten miles, with several deep bays. At the north-eastern extremity are the Paint or Vermilion Mountain, the Juggler's Mountain, the Sorcerer's Mountain, and others not exceeding 500 feet in height. A small section not exceeding a radius of five or six miles was explored by Mr. Obalski, and the following important finds definitely ascertained:

1. Gold-bearing quartz, indicated by a very considerable outcropping showing gold in the rock and in the surrounding debris.

2. Copper ore of good grade in sufficient quantity to justify further search.

3. Indications of iron pyrites from which the existence of an important deposit may be presumed.

4. A great development of serpentine over a distance of seven or eight miles.

5. On Asbestos Island, where this serpentine was prospected, many veins of asbestos were found similar to those of the Eastern Townships, Quebec, the length of which attains to two and one-half inches.

6. Magnetic iron probably in great abundance seeing the great attraction exercised by the magnetic needle in that region.

*Gold.*—Blocks of quartz were found a few hundred feet from

the beach, a mile from Copper Point, and an outcropping which was followed for 2,000 feet. The vein was fully indicated by a mass of quartz which seemed to dip vertically; the south-west wall is very clear and in the transversal direction 30 feet of quartz were measured. Gold can be seen at several places in small grains in the quartz. Pyrite is also seen there in pockets, this pyrite containing gold. Some blocks of quartz when broken showed gold. The debris, about 100 pounds, was washed in a pan, and the concentrate, weighing about eight ounces, showed numerous colors, and the assay showed 9.4 ounces of gold, 03.6 ounces of silver to the ton. Taking the value of gold at \$20 to the ounce, and that of silver at \$0.58, this would give \$190 per ton of concentrate. From these facts Mr. Obalski concluded that the quartz vein is truly gold-bearing, wherein gold exists in a finely divided state, and that the pyrite contains a notable proportion of gold.

*Copper.*—A few blasts at Copper Point showed the beginning of a vein a couple of feet thick, in which two varieties of ore are found mixed with quartz. A specimen of massive chalcopyrite was assayed, with the following result:

Copper, 23.8 per cent . . .	worth \$59.50
Gold, 0.04 oz. per ton . . .	worth \$0.80
Silver, 2.36 per ton . . . . .	worth \$1.37

*Iron Pyrite.*—Outcroppings of rusty rocks occur near Paint Mountain, and after digging there very light brown quartz was discovered on the surface, which at a depth of a few feet became impregnated with iron pyrite. "This mass," says Mr. Obalski, "seems rather important, and a large deposit may be looked



THIS MAP SHOWS THE POSITION OF LAKE CHIBOGOMO RELATIVELY TO JAMES BAY, LAKE ST. JOHN, MONTREAL, OTTAWA AND THE ST. LAWRENCE. THE EXTENSION OF THE LAKE ST. JOHN RAILWAY TO JAMES BAY WOULD REVOLUTIONIZE THIS MINING REGION.

for there." The assay of a specimen gave:

Proportion of pyrite in the rock . . . . .	50.83%
Sulphur in concentrate . . . . .	44.44

*Asbestos.*—I ascertained by five or six different prospects that on the west part of the island called Asbestos Island, over a distance of from 600 to 700 feet, commercial asbestos was to be found. The serpentine is analogous to that of the Eastern Townships but a little darker in color; in some places it is compact and somewhat hard and in others schistose and broken. Asbestos is not found here exactly as it is at Thetford and Black Lake, but it is certainly abundant enough to justify mining operations on the island. Its length varies, but sometimes attains 2½ inches in a single thread. At one point I saw blocks of fibre as much as six inches long, but divided into several smaller veins. . . . The section known to contain asbestos is about 600 or 700 feet, with a height of from 60 to 80 feet above the lake."

*Magnetic Iron.*—On a hill, which Mr. Obalski christened Magnetic Cave, the magnetic needle was so affected that it turned completely around from north to south, presenting an entirely neutral zone, and this was found to be the case over a distance of

nearly one mile. A ferruginous rock was found at this neutral zone at the top of the hill which when assayed showed :

Protoxide of iron.....	9.51
Carbonate of lime.....	12.42
Carbonate of magnesia.....	70.94
Silver (by difference).....	7.31
Corresponding to 7.47 per cent. of metallic iron.	

The climate of this region is similar to the average climate of the countries north of the St. Lawrence. Very warm days were met with in August and September, and the snow is said by the Indians not to remain on the ground until after the beginning of November.

Even from the rough outline here given of the report of Mr. Obalski it will be seen that this district is destined to play a great part in the industrial development of the Province of Quebec. The new Grand Trunk Pacific Railway will cross the great Huronian belt of which the Lake Chibogomo district forms a part, and when this road is completed this district is bound to attract the attention of outside capitalists. Already a company has been organized by Mr. McKenzie, under the name of the Lake Chibogomo Mining Co. for the purpose of developing these discoveries and it was to have got to work this summer. The Government of Quebec has been asked to provide \$25,000 for roads in this section in order that machinery may be got up to this region and the Hon. J. B. Prevost, the new Minister of Colonization, Fisheries and Mines, has announced his intention of making a trip to Lake Chibogomo with a competent independent mining engineer, after which, if the promise of the mines justifies it he will undertake the expenditure provided that certain conditions are fulfilled by the people interested.

A map has recently been published by Dr. Bell, director of the Geological Survey, which shows the formation of the basin of the Nottoway River, wherein this Lake Chibogomo district is included. This can be had for ten cents.



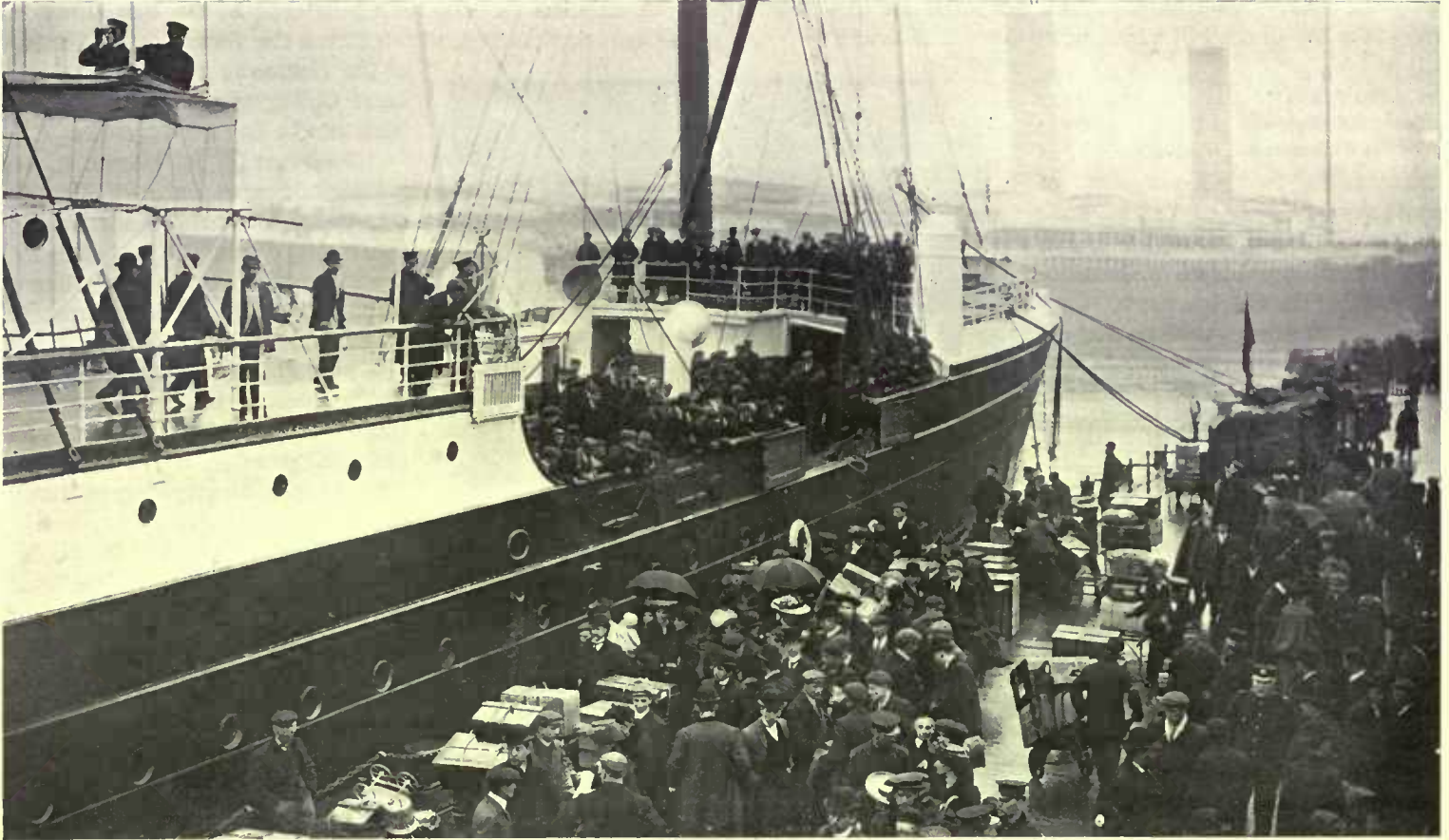
THE HON. ADOLPHE TURGEON, THE ELOQUENT AND ENERGETIC MINISTER OF LANDS AND FORESTS IN THE QUEBEC GOVERNMENT. IN A RECENT SPEECH OF MR. TURGEON'S WAS THIS NOTABLE PASSAGE: "IT IS FROM THE NORTH THAT PROSPERITY WILL COME TO US (THE PROVINCE OF QUEBEC). WE ARE HERMED IN TO THE SOUTH BETWEEN THE ST. LAWRENCE AND THE AMERICAN BOUNDARY LINE, BUT TO THE NORTH AN IMMENSE EMPIRE WITH ITS STILL VIRGIN RESOURCES BECKONS TO OUR AMBITION. LET US PUSH ON THEN EVER FURTHER TOWARDS THOSE CEASELESSLY RECEDING HORIZONS."

Professor J. E. Hardman, consulting mining engineer of Montreal, who went for a six weeks trip into this region during the past summer in the interests of the Lake Chibogomo Mining Co., said on his return: "It is without doubt one of the most valuable assets of the Province of Quebec at the present time. A country of immense wealth in timber and minerals and possibly, if the whole truth were known, of value agriculturally, it should be capable of supporting a large population. All it needs is adequate transportation. The wealth is there in abundance. It only remains to bring it into contact with civilization." Asked about the asbestos he said: "There is enough asbestos on that little Asbestos island—three-quarters of a mile by a quarter of a mile in size—to supply the whole world, at the present rate of consumption, for many years. The mainland rock belongs to the same formation and it is possible that there is more asbestos there." "The one great need is transportation," said Mr. Hardman. "There is mineral wealth in abundance but it cannot be got at. I am confident that in less than ten years you will see a complete railroad connecting the Lake St. John Railway with James Bay. Then and only then can this wonderful district be properly

exploited. I fully believe that when properly prospected it will prove a metalliferous country equally valuable to that part of Ontario of which Sudbury is the centre."

THE asbestos industry is a striking example of what human ingenuity, if applied in the right direction, may accomplish. It demonstrates that in order to attain success it is necessary "to strive to seek, to find and not to yield." The asbestos mines in the Eastern Townships in the Province of Quebec constitute one of the most prosperous industries in the Dominion of Canada and they are of special interest to the mining and industrial world from the fact that in so far as now known they practically represent the only deposits where this mineral of a quality adapted for spinning and for the finer purposes of manufacture can be mined with a profit. So great are the advantages which these mines possess, particularly as regards the accessibility and the ease with which the extraction of the fibre is now accomplished in the mills that, unless fields as yet unknown and as easy of access can be discovered, the Province of Quebec will long enjoy the privilege of being the principal source of supply for this particular mineral, not only in the North American continent but in the world.

MINING operations on a small scale commenced in 1878 and in that year fifty tons were taken out, for which, however, it was difficult to find a market. Shipments of the better grades made to London created quite a sensation in the market, and extensive tests and investigations were made and the result was that the high value on account of the exceptional qualities for spinning purposes was soon established and the race for the acquisition of additional areas likely to contain the valuable mineral began. For the next ten years a rapid development of the industry was witnessed. But it was soon discovered that the primitive methods of hand extraction were faulty, inadequate and expensive. However, the mechanical ingenuity of those engaged in the mines and of those having the development of the industry at heart came to the rescue and as a result of these innovations 16 mills with a capacity of 3,500 tons of asbestos rock per day are operating at present in the district, and if reports materialize the capacity of the mines and mills will be largely increased in the course of the coming year.



"OFF TO CANADA." A PARTY OF BRITISH COLONISTS EMBARKING AT THE GREAT PRINCE'S LANDING STAGE, LIVERPOOL, ENGLAND, FOR THEIR PASSAGE TO THE DOMINION.

## THE COMING OF THE PEOPLE

THE fact of greatest present interest in Canada, and of largest meaning for the future, is the coming of the people. It is greater than the raising of big crops, since the size of the crops depends upon the number of the people, or than the building of railways, since it is to serve the people that the railways are built. Canada's pressing need is people. And they are coming.

During the past nine months immigration has been more than usually active. With the complete figures not yet announced it is safe to say that the record has been broken. But of even more interest than the number of the people coming are such things as their character, their qualifications, what they expect to see and do, and how they will fit in Canada. In other words, the human interest of a great immigration movement outweighs its statistics.

The average immigrant party is a study in ethnology. Almost any one of the many arriving at Halifax, St. John or Quebec affords an abundance of unconscious humor. A colonist train,

bound for Winnipeg last May, was stalled for a short time at a town in Ontario, and the passengers strolled about the station premises while they waited. There were Englishmen in smartly-cut tweeds, Frenchmen from Brittany conspicuously garbed in blue coats and beribboned hats, solid Swedes and stolid Germans, chattering Greeks and stuttering Italians. The Englishmen walked by themselves apart, the Greeks sat upon the platform and chattered,

the Italians organized a concert party with the aid of an ancient accordion and a battered violin. Canada's immigrants come often merrily.



A PARTY OF IMMIGRANT SETTLERS WHO HAVE CHOSEN NORTHERN ONTARIO FOR THEIR NEW HOME.

At Montreal a few weeks later another trainload was made up that included twelve nationalities. Two Galician families of two women and sixteen barefooted but healthy children, were in this party on their way to meet their husbands and fathers already in the West.

Fifteen or more languages are to be heard on the streets of Winnipeg, and the West as a whole doubles that number. From a babel of thirty tongues and from as many different types of character, how to evolve a united and national citizenship is the sociological problem of Western Canada. Yet it is working out satisfactorily, and good Canadians are in the making. The keynote of the transformation is industry.

The women of a party of Norwegian immigrants, delayed for a few hours at Winnipeg last spring, made use of the time by busily and unconcernedly knitting in the public waiting-room. Each family had a little hand spinning-wheel, and these and their knitting-needles, unusual sights in Canadian railway stations, gave promise of home-made thrift. That is a type of the immigrant industry that will succeed in Canada and for which there is always a welcome.

But the most significant feature of this year's immigration is the large proportion of British colonists. Apparently Canada is being appreciated more nearly at its true worth in the homeland. This is without doubt largely due to the systematic and intelligent campaign which is being conducted in England through the Government immigration department, the fruits of whose seed-sowing are now showing themselves; but it is also due, to some extent, to the more appreciative attitude of the British

press. Yet even for this the work of the Immigration Department is indirectly responsible.

The British immigrant comes to Canada because Canada is a good place to come to, and because the conditions at home are not altogether satisfactory. But one-seventh of the population of England live on the land: the English farms do not attract the other six-sevenths; but Canada does.

Perhaps the most unique incident in the season's immigration from Britain was the experiment made by the Salvation Army. With a thoroughness of method quite as great as that of the Government itself, the Army has established an immigration department in England through which it conducts a campaign among the masses. The watchword of that campaign is "from English slums to Canadian farms."

The full thousand prospective settlers who were brought out on a specially chartered steamer last spring were the Army's first large party. It was an unique party in this, that every man on the ship knew where he was going and what his work was to be; yet when they had gathered on the dock at Liverpool, representing nearly every large district in England and many parts of Scotland and Ireland, the future had

been as uncertain as for the average immigrant. The arrangements were made on the ship.

In helping the crowded city dwellers of the Old Land to a better life in the New, the Salvation Army is not indiscriminate. The unfit and the indigent are not accepted, since the rescue homes and industrial farms in their own country are intended for



SOME OF GENERAL BOOTH'S SETTLERS WAITING AT QUEBEC TO BE PASSED BY THE DOCTOR BEFORE LANDING.



TYPES OF ENGLISH WOMEN AND CHILDREN IMMIGRANTS WHO ARE COMING FROM OVERCROWDED CENTRES IN THE OLD COUNTRY TO THE FREER LIFE AND THE WIDER OPPORTUNITY TO BE FOUND HERE IN CANADA.

## Resources

them. But those for whom the immigration movement is specially planned are the men in need of a fresh start, men deserving of help—the worthy poor—and the unemployed who would work if they could get work. In cases of worthy need the Army advances funds for passage to Canada or for purchase of land. The first thousand were a particularly promising class, and the majority had sufficient means to give them a start in the new world.

These newcomers have been settled chiefly on farms in the West and in Ontario. It is not at present the policy of the Army to establish separate colonies, as has already been done with great success in California and Colorado, but that may follow later. The total arrivals for the season number nearly 4,000, and for next year the Army purposes to charter several steamers and to bring out from 8,000 to 10,000 persons.

These all-British parties have been by no means a man's movement only. Indeed, the number of women among the arrivals is another unique feature of the season's immigration. Western Canada is a very good woman's country, and British women are coming to realize it. Nearly every steamer has brought a few of them over, to help in other people's homes and eventually to make homes of their own. A clergyman in Yorkshire organized a party of cultured Englishwomen whom he sought to place in comfortable and refined homes in Western Canada as "lady-helps." But the average woman immigrant does not name her terms.

Nearly 2,500 child immigrants have been brought over this year, by which is meant not children in families, but juvenile immigrants, under the auspices of various benevolent agencies. The Barnardo homes report 1,334, practically all of whom have been placed on farms. The demand for these British youths is shown by the fact that last year applications for more than 10,000 were received from Canadian farmers.

The British immigrant is of the type that patriotic Canadians are naturally pleased to see coming. Much as we need people, the arrival of a polyglot element from continental Europe has its disadvantages, and the increased percentage of British blood this year is therefore a gratifying feature. At the same time, the Englishman has not been an unqualified success in the West. If he will begin at the beginning and learn Western conditions practically, he makes the best and most acceptable all-round settler and citizen; but in Western Canada a proud spirit will surely fall. Some such idea was evidently in the mind of Commissioner Preston when he declined this summer to sanction Rider Haggard's colony scheme, believing that the average immigrant requires at least a year's experience on a Canadian farm before engaging on his own account.

The operations of the past season go to show also that the popular misconceptions concerning Canada are being gradually overcome. These have long served to illustrate the humors of immigration, though they have had, in their effects, a serious side as well. Even yet they are occasionally in evidence, as witness the man who inquired in London as to the best weapon to fight the Canadian "land shark;" the mother of a young farm-hand who complained to the Immigration Department of the "fearfully hard work" and "horrible life" her boy had to endure in Canada, and the would-be colonist who sent a letter of inquiry in which he asked, among many other things, if he could get medical attendance in Canada, if there were good burial districts, if the life ruined the constitution, if in case he were maltreated he could report to the Government, if there were

postal facilities, and if the settlers were peaceable or hostile.

In contrast with these occasional cases is the true pioneer spirit of a settlement in Northern Ontario which has named itself "the all-British contented colony."

A third important source of immigration has been the United States. Probably 50,000 persons, chiefly from the Western States, have crossed the line and taken up lands in Canada during the past season. Particularly from Minnesota, Iowa and the two Dakotas, a very desirable class of people have been moving north—desirable in that they are already acquainted with prairie farming

and will quickly adapt themselves to the requirements of Western Canada. Some of them are returning Canadians, but the majority are moving for business reasons; land is cheaper and produces larger crops in Manitoba and Alberta than in any of the States, and it pays to move.

As to the effect of this American invasion, as it is called, we gave our opinion last month. It is an economic not a propagandist movement—it is based on sound business principles. Even so, the annexationist alarmists contend, its results may be dangerous politically. Well, for our part, from careful observations made in the West this summer we do not believe it. Perhaps if no one else but American settlers were going into the West there might be a danger of American sentiment becoming dominant, but alongside every American settler is located either a good Canadian or an immigrant of British stock, and fast as the Americans are coming we do not think they will ever be in the majority in the West. A large part of the civilized world is sending its men and women to this great agricultural reserve of nature, and the result of the blending of races is the production of a fine cosmopolitan Canadian, who with British traditions combines the mental dexterity of the American and a wide tolerance of races and creeds.



A PARTY OF IMMIGRANTS LANDING AT QUEBEC, WHERE THEY TAKE TRAIN FOR THE WEST.

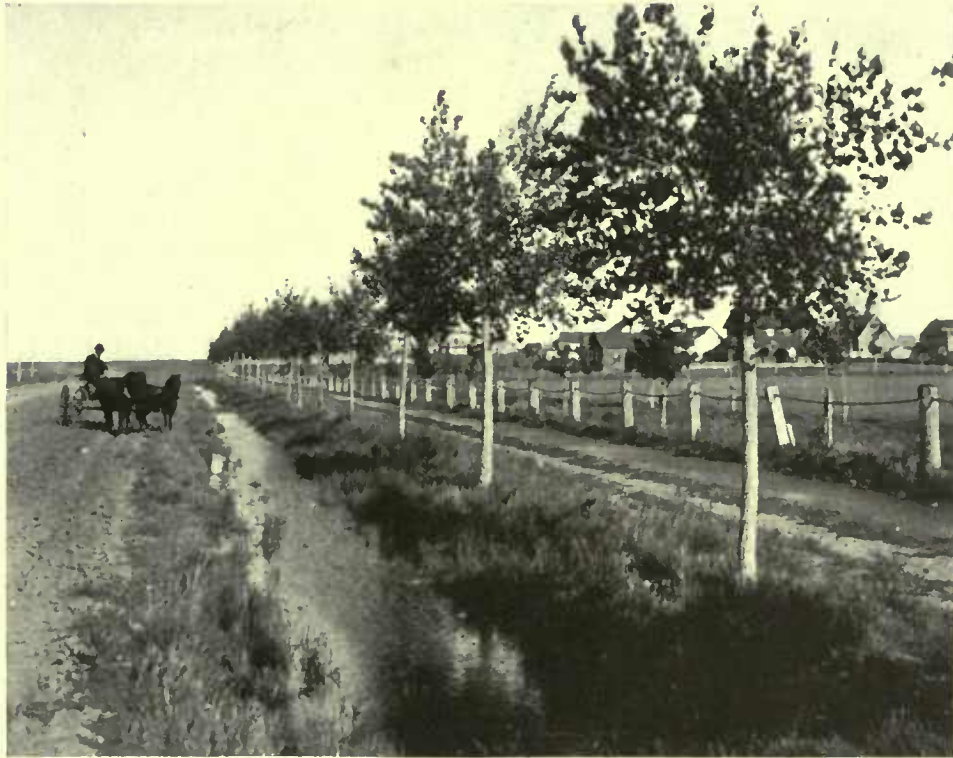


## FORESTRY ON THE PRAIRIE

**G**ROWING of trees is a subject which is attracting much attention in the West. Both Government officials and private individuals are giving it their attention, and

there seems a fair prospect that in comparatively a few years there will be a pleasing change in the aspect of the prairie country. The value of the change, when it comes, will not be confined to the matter of appearance. Observations made at the Indian Head experimental farm indicate that the protective influence of a forest growth on the plains extends for about fifty feet of ground surface for each foot of height of forest growth. A shelter belt ten feet high protects about five hundred feet of the field. In one case noted, a field of barley had the protection

of a belt of trees of a height of about fifteen feet. For about 750 feet the crop was green and in good condition, while beyond the limit it got thinner, and a few feet further on was practically blown out of the ground. The storm was a severe one, apparently, but that made the test more notable. It can be seen,



A VIEW IN LETHBRIDGE SHOWING HOW SHADE TREES ARE GROWN IN THAT ENTERPRISING TOWN BY MEANS OF IRRIGATION—THE IRRIGATION DITCH CAN BE SEEN IN THE FOREGROUND.

therefore, that the growing crops as well as animals would be helped by the presence on the farm of sheltering plantations. In the winter the cold and in the summer the hot drying winds

are broken, so that there is benefit in both seasons. Plantations of trees will also in time supply fuel and to some extent lumber to the people in the country. The experiments carried on show that when the ground is properly prepared and careful selection made success is not hard to attain. Manitoba and soft maple, scrub oak, basswood, green ash, elm, cottonwood, willows, larch, Scotch pine, Russian and black poplar, white and black spruce and larch all grow readily when care is had to plant them in soil suitable to their needs. Though this list does not com-

pare with one that might be made in Eastern Canada, either as regards length or the quality of the woods, it is a fairly long one, and will, no doubt, be added to as time goes on and other experiments are made.

## GENERAL NOTES

**I**N our October issue we gave some figures showing the world's growth of wheat and the countries which sent the largest quantities of that cereal to Great Britain. Since we wrote some very interesting information upon the latter point has been given by Consul Williams of Cardiff, Wales, to the Washington Department of Commerce and Labor. Mr. Williams reports "A remarkable order from Cardiff for steamships designed for trade with India and South America, in which parts of the world Great Britain hopes to be able to find sources of food supply to take the place of the United States. In order to understand the growth of that trade, it should be noted that India furnished the largest percentage of the wheat imports of Great Britain in 1904, followed by Russia, Argentina and the United States in the order named. This was a complete reversal of the order of 1901, when the United States furnished 66.2 per cent. of the total wheat imports." As we said in our October issue the United States will

soon consume within her own boundaries all the wheat she can grow and thus will no longer be the great factor in the import wheat market of Great Britain. At present all the wheat Canada grows would not suffice to meet the demands of Great Britain, but when we produce a two hundred million bushel crop—which by all appearances will be soon—then we shall take rank with India and the Argentine as one of the great wheat exporting countries of the world and be in fact as well as in name "The Granary of the Empire."

**I**N our issues during the past few months we have quoted several extracts from leading American newspapers and magazines upon the progress and possibilities in this our great young country. These independent and, in some cases, expert opinions and impressions are valuable, as coming from those who

in the ordinary course have no reason for going out of their way to boom a neighboring country which is necessarily a trade rival. In a recent issue of the *Wall Street Journal*, of New York, there was an article upon the future of Canada which was much more



IN THE RANCHING SECTION OF ALBERTA  
"HIGH RIVER."

optimistic in tone than anything we have ever written ourselves in these pages. We print the article *in extenso*, because not only is it true, but coming from a high and independent critic it carries a force which is almost inevitably greater than that behind anything a Canadian journal could write—of its own country.

"The centre of the next great world development, according to all present indications, promises to be on this side of the Atlantic—in Canada; and if not right at our doors, within a day's travel over modern railways, with all the comforts which that implies, of the centres of our population. The prime agent of the coming development will be the new transcontinental railway with termini on the shores of the Atlantic and of the Pacific oceans. This coming line has gone far beyond the field of the projector. Its route has been definitely decided upon, the sur-



VIEW OF HIGH RIVER—ONE OF THE FEEDERS TO THE SOUTH  
BRANCH OF THE SASKATCHEWAN WATER-SHED.

veys for its construction have been completed, and the financial arrangements for its building have been provided. In fact, one section of the work has been already offered for contract, and it is a certainty that before this time next year the work of con-

struction along the whole line will be in progress. (It has already been actively commenced.—EDITOR *Resources*.)

"The cost of the undertaking is variously estimated at from \$150,000,000 to \$200,000,000, and the railroad is to be completed and equipped within five years. Aside altogether from benefits which the construction of the road will bring to Canada through the opening of an entirely virgin territory to settlement and production, the mere fact that such an enormous sum of money is to be expended in the country, largely in the shape of wages and for supplies which will be wholly of home production, is a sufficient guarantee of great general prosperity during the period of building at least. But when it is considered that the present wheat-producing capacity of the country is only 2 per cent. of the equally good grain-growing land which will be thrown open to cultivation by the construction of this great national undertaking, the possibilities are simply staggering. It means that within ten years the production of wheat in Canada will be limited only by the ability to find the labor to cultivate the land and handle the crops. This development means a coming economic change, which must be taken into consideration as a world's factor. Canada is now producing about one-sixth of the wheat raised in North America. Her new facilities will increase her



CONSTRUCTING IRRIGATION WORKS ON THE CANADIAN PACIFIC  
RAILWAY LAND GRANT IN ALBERTA.

ability so vastly that it is evident that she will before many years control the grain markets of the world, and in that fact there is much food for thought for the agriculturist of the United States.

"Only second in importance to her wheat production, if indeed it long remains second, will be the return promised from the forests and mines, now practically inaccessible, but to be opened to the world with the completion of the Grand Trunk Pacific Railroad. So far we have referred only to the building of the main line of something less than 4,000 miles, but it is the purpose of the Government of the Dominion to build innumerable branches, so that the most remote parts of the main line will be brought into touch with the existing railroads not only of Canada, but of this country. American interests are represented to a degree in the Victoria, Vancouver and Eastern road, an undertaking of Mr. James J. Hill's in British Columbia, with extensive ramifications south of the international line. That others beside Mr. Hill have their eyes open to the future is not surmise, for already American roads have secured, through purchase or otherwise, existing properties which are heading toward the new country. All this means great business for Canada and a share of her prosperity for the United States.

"Everything indicates that Canada is full of mineral—the precious metals, coal, iron, copper, tin, nickel, phosphates—and

in fact, everything that the requirements of the world demand abound, to say nothing of oil. These fields are thus far untouched. How valuable they are may be gathered from one accidental find on the Temiskaming Railway. In making a cutting for the tracks cobalt was first discovered, which, upon expert examination, proved to be more silver than cobalt. The discovery was upon land held for its timber and which, under the laws of Canada, cannot be worked until the timber is removed. But sufficient open ground was found which was accessible to the miner, and that was promptly opened to development. This was a little more than three months ago. Since then a population of 700 has gone in, and within six weeks 13 companies began operations. The result, which has been verified by Government officials, in the six weeks was a production of \$2,300,000 in silver. And this was secured without proper machinery and with makeshift appliances. The silver is not in pockets, according to reports of

the Geological Department of the Province of Ontario, but is in veins, which are exposed on the surface and are traceable for many miles. The ore assayed a dollar a pound.

"Granting that there may be exaggeration about the reports from the Temiskaming district, it must be admitted that sufficient has been shown to raise the hopes of our northern neighbors that this hitherto unexplored country may prove an Eldorado. At least enough has been found to justify scientific search for precious and other metals, and it must be confessed that the mining history of Canada warrants the most thorough exploration, How greatly this will be accelerated by the construction of the new road needs no argument to prove. Important finds of oil and coal have already been announced by the surveying parties, and altogether there seems to be good reason for the optimism which prevails in Canada."

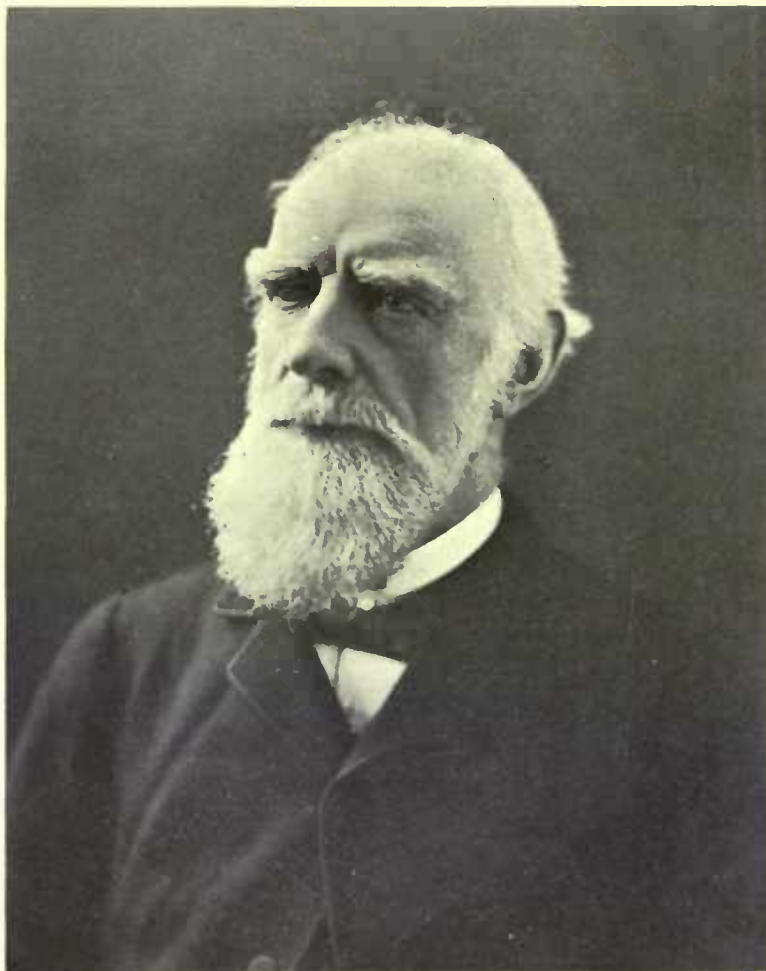
## FINANCIAL REVIEW

"There are few ways in which a man can be more innocently employed than in getting money."—DR. JOHNSON.

THOSE two great Canadian enterprises, the Canadian Pacific Railway and the Grand Trunk Railway, have just issued their reports. Their operations reflect the development and prosperity of the Dominion. At the present time each one is regarded as belonging, generally speaking, to its own part of the country—Canadian Pacific to the West, Grand Trunk to the East. Though aware of the important property and traffic of the Canadian Pacific in the Eastern provinces, especially in Ontario and Quebec, people associate the road involuntarily, when its name is mentioned, with the vast domain that spreads from Lake Superior to the Pacific Ocean. In the same way, the mention of the Grand Trunk instantly calls to mind its long established roadbed along the banks of the St. Lawrence river, the north shore of Lake Ontario and through the heart of the Western peninsula of old Upper Canada. All this is by way of being changed. The first named line, besides rapidly extending its branch system in Manitoba and the West is every day enlarging its interests in the East. Gigantic workshops have been built and are being constantly enlarged; new branch lines are

being built; old lines purchased and new connections formed wherever the management considers that adequate profit, direct or indirect, either in the present or in the future, is to be found

—to say nothing of the magnificent additions the company is making to its already important Atlantic fleet of steamships. And the Grand Trunk, after having developed and assisted to the utmost of its ability the best parts of old-settled Canada, after having, by painstaking efforts, brought its existing system to a remarkable degree of excellence, has commenced in earnest to work out its plans for the famous new transcontinental line which is to divide with the Canadian Pacific the bulk of the future traffic of the rich and growing West. These important movements on the part of the two great systems were, in a sense, forced upon them by circumstances. The pressure was felt first by the Grand Trunk. The officials of that company announced, as one of the main reasons for entering into the contract with the Ottawa Government for the building of the new national transcontinental, that the company was in danger of being closed in and condemned to remain a local road for all time unless



LORD STRATHCONA, "THE FATHER OF THE CANADIAN PACIFIC." IT WAS MR. JAMES J. HILL, THE CREATOR OF THOSE GREAT AMERICAN LINES, THE NORTHERN PACIFIC AND THE GREAT NORTHERN—HIMSELF A CANADIAN—WHO IN 1877 FIRST TURNED THE MIND OF LORD STRATHCONA TOWARDS RAILWAY BUILDING IN THE CANADIAN WEST.

# Resources



SIR WILLIAM CORNELIUS VAN HORNE, K.C.M.G. (HON.) ; CHAIRMAN OF THE BOARD OF DIRECTORS OF THE CANADIAN PACIFIC RAILWAY. HE WAS BORN IN WILL COUNTY, ILLINOIS, AND BEGAN HIS CAREER AT THE AGE OF FOURTEEN. MOVING STEADILY UPWARDS HE OCCUPIED VARIOUS MANAGERIAL POSITIONS IN DIFFERENT AMERICAN RAILROADS UNTIL IN 1881 HE CAME TO CANADA FIRST AS GENERAL MANAGER OF THE C. P. R., AS VICE-PRESIDENT OF THE SAME COMPANY IN 1884, AS PRESIDENT OF IT FROM 1888-99, AND NOW CHAIRMAN OF THE BOARD OF DIRECTORS.

it expanded its system as other great railroads were doing. For the Grand Trunk to expand in Canada meant that it enter the North-West. Once fairly established there and connected up

with its completed system in the East, it would be at the mercy of none, and would be in position to reap full profit from the expected wonderful growth of that part of the Dominion. As soon as the Grand Trunk Pacific scheme had been decided upon, it became necessary for the Canadian Pacific to establish more connections of its own in Ontario and Quebec, so as to retain as much as possible of its present traffic for the West originating in those provinces.

The following is taken from the statements submitted :

CANADIAN PACIFIC RAILWAY—BALANCE SHEET, 30TH JUNE, 1905.

<i>Liabilities</i>	
Capital Stock.....	\$84,500,000
Payment of subscriptions new stock issue.....	14,238,074
Four per cent. Preference Stock.....	37,853,333
Four per cent. Consolidated Debenture Stock.....	89,200,549
Mortgage Bonds.....	47,238,087
Land Grant Bonds.....	\$15,000,000
Less paid towards redemption.....	7,000,000
	8,000,000
Current accounts, pay rolls and traffic balances.....	8,183,222
Interest and rentals, due and accrued.....	1,769,084
Equipment Replacement Fund.....	874,279
Steamship Replacement Fund.....	340,667
Land Grant sales.....	7,676,552
Surplus.....	19,910,999
	<u>\$319,784,846</u>
<i>Assets</i>	
Cost of railway and equipment.....	\$275,837,497
Less subsidies and bonuses received.....	30,752,195
Less proceeds land sales expended in construction..	36,193,521
	\$208,891,781
Ocean, lake and river steamers.....	12,918,888
Acquired securities (cost).....	52,300,535
Properties held in trust for the company.....	1,935,608
Deferred payments—Land and town sites.....	14,659,180
Advances.....	236,213
Material and supplies on hand.....	8,191,297
Stations and traffic balances, Accounts receivable.....	3,870,440
Due by Imperial and Dominion Governments.....	254,613
Cash in hand.....	16,496,291
	<u>\$319,784,846</u>

NOTE.—In addition to the above assets the company owns 10,863,977 acres of land in Manitoba and the Territories (average sales past year \$4.80 per acre) and 3,681,480 acres in British Columbia.

The net earnings from operations were \$15,475,088, as compared with \$14,213,105 in 1904. Surplus after charges was



READING FROM LEFT TO RIGHT—(1) SIR THOMAS GEORGE SHAUGHNESSY, PRESIDENT OF THE CANADIAN PACIFIC RAILWAY. BORN IN MILWAUKEE, U.S.A., IN 1853, OF IRISH PARENTAGE. HE BECAME PURCHASING AGENT OF THE C. P. R. IN 1882, AFTERWARDS ASSISTANT GENERAL MANAGER AND NOW PRESIDENT OF THE LINE. (2) D. MCNICOLL, VICE-PRESIDENT CANADIAN PACIFIC RAILWAY. (3) WM. WHYTE, SECOND VICE-PRESIDENT CANADIAN PACIFIC RAILWAY

\$9,105,686, as against \$8,318,276 last year. Dividends on preference stock took up \$1,514,133; amount applied to steamships and to pension fund \$230,000. There was left for the common stock \$7,361,553, of which the 6 per cent. dividend took \$5,577,000, leaving a balance of \$1,784,553.

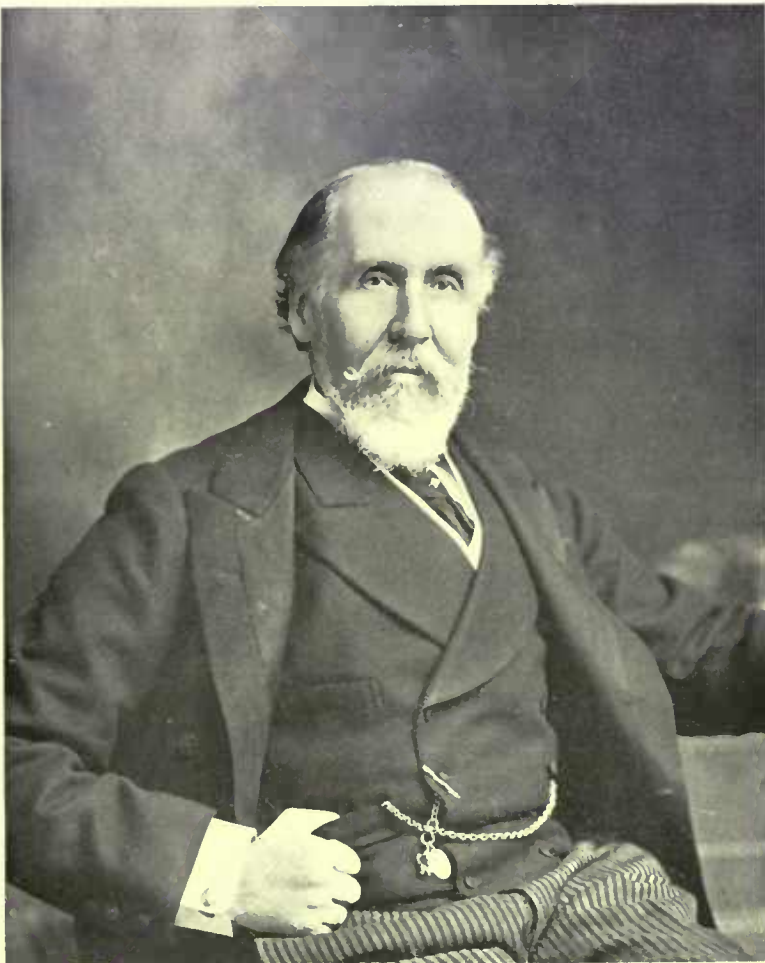
The classification of the traffic is as follows :

	1904	1905
Flour, bbls.....	5,270,432	5,010,868
Grain, bush.....	52,990,151	59,739,180
Live stock, head.....	1,314,814	1,360,560
Lumber, feet.....	1,267,804,321	1,435,758,930
Firewood, cords.....	270,803	261,794
Manufactured articles, tons.....	3,119,659	3,250,067
All other articles, tons.....	3,620,515	3,894,259

These are some of the bare figures. For Canadians, and for all who understand how rapidly the territory served by the road is filling with settlers, they are eloquent with promise for the future. The brilliant prospects are in vivid contrast to the outlook some ten years ago when the common dividend was passed. The Montreal *Chronicle* quotes the remarks of the venerable president of the company, Lord Stratheona (then Sir Donald Smith), a man who commands the respect of all Canadians irrespective of creed or party. Replying to an attack on the property, he said: "I am here to-day to tell the stockholders that the C. P. R., in my judgment, will speedily become one of the great profit-making enterprises in this country. I have not lost faith in it. I never did; I never will. I am in the same boat with all of you. I am willing to wait. I know that the tide will turn, that business will improve, and that the C. P. R. before very long will be paying 8 and 10 per cent. dividends. I ask you to feel that I would not say this if I did not from the bottom of my heart believe it."

One of the reasons for the excellent progress made by this great railroad is aptly described by a leading New York newspaper. Referring to the C. P. R., the paper says: "All the hotels, express companies and vending privileges that on railroads of the United States have been partitioned among grafters in the boards of directors, are owned by the stockholders of the Canadian Pacific. The company is a living example of the value of honest management." In Canada the most careful and conservative opinion is that the stock of the company, while likely to fluctuate considerably up and down, is bound to rule ultimately at a high figure.

The Grand Trunk report is for the half-year ended 30th June, 1905. It does not contain a complete balance sheet after



SIR CHARLES RIVERS-WILSON, THE PRESIDENT OF THE GRAND TRUNK RAILWAY SINCE 1895. AFTER THE USUAL EDUCATION OF THE WELL-BORN ENGLISHMAN AT ETON AND OXFORD, SIR CHARLES SAW OFFICIAL LIFE IN THE BRITISH TREASURY AND NATIONAL DEBT OFFICE. BUT IT WAS IN EGYPT AS FINANCE MINISTER FROM 1877-79 THAT HE MADE HIS MARK. HIS EXPERIENCE THERE HAS BEEN OF GREAT USE TO HIM IN HANDLING THE FINANCES OF THE GRAND TRUNK COMPANY. HIS OPTIMISTIC SPEECH AT THE RECENT GENERAL MEETING OF THE COMPANY UPON THE PROGRESS AND PROMISE OF THE GRAND TRUNK PACIFIC SCHEME MADE A DECIDED IMPRESSION. SIR CHARLES IS THE DIRECTOR OF SEVERAL OTHER COMPANIES INCLUDING THE ALLIANCE ASSURANCE CO., THE MOST ARISTOCRATIC OF THE BRITISH INSURANCE COMPANIES.



READING FROM LEFT TO RIGHT—(1) CHARLES M. HAYS, GENERAL MANAGER OF THE GRAND TRUNK RAILWAY AND PRESIDENT OF THE GRAND TRUNK PACIFIC. (2) E. H. FITZHUGH, THIRD VICE-PRESIDENT GRAND TRUNK RAILWAY; (3) F. H. MCGUIGAN, FOURTH VICE-PRESIDENT GRAND TRUNK RAILWAY.

# Resources

the manner of the balance sheets issued by Canadian and American railroads. Following is a statement of the stock and share capital and the loan capital:

GRAND TRUNK RAILWAY OF CANADA.

*Stock and Share Capital—Amount issued.*

Four per cent. guaranteed stock .....	£6,929,314	14s	4d
First preference stock .....	3,420,000		
Second preference stock .....	2,530,000		
Third preference stock .....	7,168,055	4s	6d
<b>Total preference stock.....</b>	<b>£20,047,369</b>	<b>18s</b>	<b>10d</b>
Ordinary stock .....	22,475,984	16s	2d
<b>Grand total.....</b>	<b>£42,523,354</b>	<b>15s</b>	<b>0d</b>

*Loan Capital—*

At 6 per cent. 5, and various rates .....	£ 1,911,900
Raised by 5 per cent. and 4 per cent. debenture stock .....	22,477,426
	<u>£24,389,326</u>

The following very satisfactory statement of earnings was submitted:

<i>30th June, 1904</i>	<i>30th June, 1905</i>
£2,559,316..... <i>Gross Receipts</i> .....	£2,729,007
<i>Deduct—Working expenses being at the rate of</i>	
1,895,569 ..... 70.48%, as compared with 74.06% in 1904.....	1,923,437
<u>£ 663,747</u>	<u>£ 805,570</u>
92,032 ..... <i>Add—Interest and tolls received</i> .....	102,063
<u>£ 755,779</u>	<u>£ 907,633</u>
£ 77,603 ..... <i>Rents</i> .....	£ 77,603
Interest on debenture stocks and bonds of the com-	
534,182 ..... <i>pany and of consolidated lines</i> .....	534,582
£ 611,785	£ 612,185
Advanced to Detroit, Grand Haven & Milwaukee	
19,384 ..... <i>Company</i> .....	10,415
£ 631,169	£ 622,600
124,610 ..... <i>Leaving a surplus of</i> .....	285,033
<u>£ 755,779</u>	<u>£ 907,633</u>

The balance brought forward from 31st December, 1904, was £6,618. The dividends paid were:

Half year's dividend on 4% Guaranteed stock .....	£ 135,598
" " 1st Preference " .....	85,420
" " 2nd " " .....	63,210
	<u>£ 284,228</u>

This is an excellent exhibit. For a road like the Grand

Trunk, which serves a well-settled and already developed territory, a gain of £170,000 in gross receipts and over £150,000 in net for a half year, must be reckoned as good, even after making allowance for the fact that earnings were very bad in the half year ended June, 1904, owing to the especial severity of the winter season.

The Grand Trunk's earnings would not be apt to show large increases such as Canadian Pacific is regularly reporting, but in a very few years things will be different. With regard to the construction of the Grand Trunk Pacific, Sir Charles Rivers-Wilson, the president of the Grand Trunk, announced at the general meeting a few weeks ago in London, the location of a considerable part of the line and the letting of contracts for considerable distances. Grand Trunk Pacific stock will be owned by Grand Trunk Railway. The line from the Eastern terminus to Winnipeg is to be Government-owned and Government-built; from Winnipeg to the Pacific is will be company-owned and company-built. The company has a very favorable lease of the Government-owned part of the line. It is in the prospects of this huge western venture of the Grand Trunk's that Canadians now are interested. The progress of the construction, and, when that is done, the growth of the traffic will be keenly watched and studied everywhere in the Dominion. There is but one opinion as to the result of the venture. An even more rapid growth is expected of the G. T. P. than that of the C. P. R. For quite a number of years the C. P. R. fought a discouraging battle. Its territory was but sparsely settled; there was no local traffic to speak of; expenses of operations were heavy; but the company held on. The officials planned and worked hard to build up industries and traffic. (Few are aware how much the ranching industry, for example, owes to the C. P. R.) Riches are now pouring into its coffers. It well deserves its present good fortune.

It is not likely that the Grand Trunk Pacific will have such great difficulties to meet as the C. P. R. met. It will have to open and develop a new territory, to be sure, but it will not apparently have to sit down and wait for the tide to run strongly in its favor. The tide is running that way already, and from all appearances will continue to do so. This is the feature that renders the Grand Trunk Pacific as an enterprise so peculiarly attractive. But no matter how much the Grand Trunk Pacific prospers it is certain that its rival will prosper just as greatly. It has the advantage of a well established position; its land grant is a veritable gold mine. The good wishes of all Canada go with both companies.



THE MEN WHO DO MOST OF THE SEWER WORK IN THE CITY OF WINNIPEG ARE OF THE MUCH-ABUSED GALICIAN RACE. ON SEPTEMBER 4TH LAST SOME SEVEN HUNDRED OF THESE MEN WITH THEIR WOMEN AND CHILDREN ENJOYED A PICNIC AND ATHLETIC SPORTS IN THE SHADY GROVES OF ELM PARK. THE STURDY WOMEN IN THEIR BRIGHT NATIVE COSTUMES AND THE BIG STALWART MEN WERE A SUFFICIENT REFUTATION OF THE IDEA THAT THESE SETTLERS ARE UNDESIRABLE AND AN EXAMINATION OF THEIR PICTURES ABOVE WILL BEAR OUT THIS.

## BUILDING THE NEW HIGHWAY

**W**E have already, in the September and October issues, told the story of how the contracts were let for the sections of the new line from (1) Portage la Prairie to Touchwood Hills and (2) from Fort William to Lake Superior Junction (where this important branch line will join the main line on the road from Winnipeg to Moncton which, of course, is to be built by the Government) and have given maps of the routes to be traversed.

"Well, gentlemen, considering that only two and a-half years have elapsed since I brought this project before you, and that the legislation connected with it was completed only in July last, I think you will agree that a very considerable amount of work has been done in the period. No less than 9,300 miles have been surveyed. The whole of the financial arrangements have been concluded for the building of the Lake Superior branch and the Prairie section, and the whole of the money has been secured. Contracts have already been let and work is actually in progress for the construction of the road. These are remarkable results to have been achieved in so short a period."

These were the words of Sir Charles Rivers-Wilson at the conclusion of his speech to the shareholders of the Grand Trunk Railway at the general half-yearly meeting of the Company at the City Terminus Hotel, Cannon street, London, on October 12th, and the loud applause with which those present greeted them expresses the feelings of all who have watched, and are interested in, the great project of the Grand Trunk Pacific Railway. The swift yet sure steps which have been taken during the past few months to get this transcontinental scheme under way, have astonished railway men on this continent and have won the admiration of the Canadian people, who see with pride and pleasure the prospect that before two years have expired there will be another line across the West of their great country. Sir Charles Rivers-Wilson in the speech referred to gave some further official information upon the building of the road of which the following are the chief points:

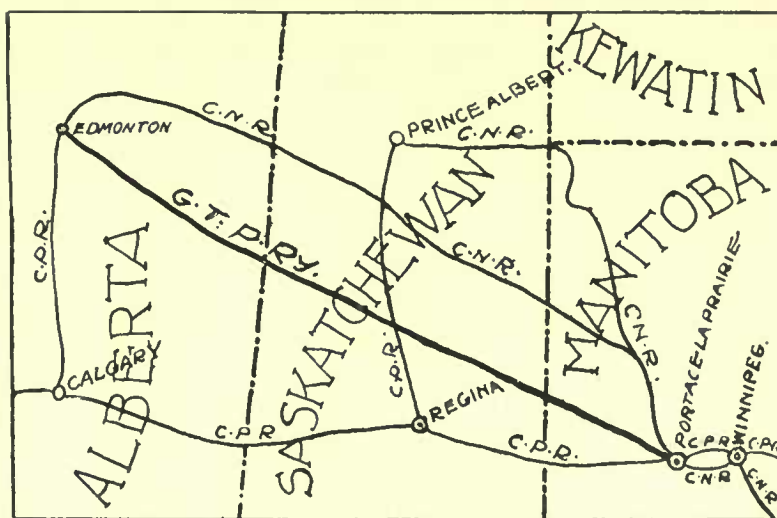
"I do not think it has been publicly announced yet that the site for the terminus of the line is the island of Kai-En, about 25 miles south of Port Simpson, which you will remember was spoken of originally as the possible terminus. Our officers have succeeded already in acquiring upon reasonable terms Crown lands amounting to 10,000 acres at that port, and no doubt the time will come when it will rival in importance some of the most important ports of the Pacific."

He went on to say that it had been decided to make the road as perfect as possible from the very commencement and with this object in view

"It has been determined that on the Prairie section the maximum grades shall be 4-10ths of 1 per cent.—that is about equal to 22 feet in the mile,

and over the Mountain section not exceeding 1 per cent., which is about 53 feet in the mile. The consequence will be that we shall not be perpetually coming to our shareholders and asking them to vote money to reduce the gradients."

It is confidently claimed that the Grand Trunk Pacific will have the best grade of any of the transcontinental lines.



FROM WINNIPEG TO EDMONTON VIA G. T. P. (GRAND TRUNK PACIFIC);  
C. N. R. (CANADIAN NORTHERN); C. P. R. (CANADIAN PACIFIC).

The indefatigable general manager of the line, Mr. F. W. Morse, has just returned to Montreal after a fourteen days ride on horseback over the whole distance, 425 miles, from Portage la Prairie to Saskatoon. He has come back delighted with the location secured, the splendid country through which the Grand Trunk Pacific will pass, and the progress being made in the part under contract.

He reports that Messrs. McMillan and McDonald, the contractors for the Portage la Prairie and Touchwood Hills section are even making better headway than he expected.

It is well known here that as far as the company are concerned their profiles are ready and their location has about been determined upon all the way to Edmonton, and were it not for the Government's delay this section would also be placed under contract immediately. The statement can be made, however, definitely that the Grand Trunk Pacific will be in the hands of the contractors from Lake Superior to the River Saskatchewan before the end of the year, a possible exception being made for the Government section on account of the delay of the Government commissioners.

A direct line has now been secured from Winnipeg to Edmonton, a distance of 775 miles, comprising 59 from the Manitoba capital to Portage la Prairie, 275 from Portage la Prairie to Touchwood Hills, now under contract, leaving 441 miles to Edmonton. The directors believe that this will be completed by midsummer of 1907.

Mr. Morse says the people are rushing into the country in such numbers as would appear to foreshadow a tremendous rush next season. The vast district all the way to Edmonton is undulating, and when he came to realize the splendid fertility of the country that will be tributary to the Grand Trunk Pacific, he could hardly think it possible

that it should have been allowed to remain dormant and unproductive so long.

The roughly-drawn little map herewith will illustrate the policy of the Grand Trunk Pacific, which is to follow the bee line route between Winnipeg and Edmonton. The line will run



OUTDOOR LIFE IN WESTERN CANADA HAS ITS PLEASURES AS WELL AS WORK  
A TWENTY MINUTES CATCH—FISH LAKE—SASKATCHEWAN

## Resources

directly through the fertile belt and half way between the Canadian Pacific main line on the south and the Canadian Northern main line on the north.

The following table of distances will help to make clear the very important point that the new line will be shorter than either of its two competitors :

WINNIPEG TO EDMONTON.	
By Grand Trunk Pacific.....	775 Miles
By Canadian Northern.....	825 Miles
By Canadian Pacific.....	1,034 Miles

Mr. Morse has said, "Touching on the policy of the company with regard to branch lines, our first efforts are, of course, centred on the construction of the main line, or back line of the system, but we will have to think of feeders as well. We shall build branches to Calgary, Brandon, Prince Albert and other points. I look, in fact, in the very near future to a very active era of railway building in the Northwest."

It has been asked why the Grand Trunk Pacific began work at Portage la Prairie, 59 miles west of Winnipeg, instead of starting direct from the capital of the province. The answer to this

is that if the Canadian Northern will double their track from Winnipeg to Portage la Prairie, the Grand Trunk Pacific sees no reason why a third line should be built between those points, and that they are ready to secure running rights over Mackenzie and Mann's road. If this cannot be done, the Grand Trunk Pacific will go ahead and fill up the gap on their own account.

As before stated, the only obstacle in the way of the Grand Trunk Pacific getting their share of the crop of 1907 to Lake Superior is the apprehended delay in the government section from Lake Superior Junction to Winnipeg.

"If they will only get a hustle on," said a Grand Trunk Pacific official the other day, "and get their part under contract, I fully believe that a very considerable part of the 1907 crop will come over our line."

As to the finances necessary to meet all these energetic measures it may be stated that \$30,000,000 (£6,000,000) stands to the credit of the Grand Trunk Pacific in London as the result of their several bond issues. No other transcontinental line ever commenced operations under such favorable circumstances as the Grand Trunk Pacific.

## Style in Overcoats

There is a wide breach betwixt the mediocre in Tailoring and refinement in dress. Industrial depressions drift to cheapness, but the patrons thereof soon discern a surfeit, to which they give a wide berth eventually. Style and high excellence get home on their merits ultimately.

G. R. HUSBAND'S  
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**Lethbridge, Alberta**

Or, **OSLER, HAMMOND & NANTON,**  
**Winnipeg, Manitoba**

NOTE—The first car of this year's Winter Wheat was shipped from Lethbridge on August 12th last.



WILLIAM E. CURTIS in the Chicago *Record-Herald*, speaking of the Hudson Bay route has this to say: "Take a map of the British possessions for a moment and see how the land lies. Between Winnipeg and Hudson Bay, a distance of about 800 miles, lies one of the finest countries in the world. It is chiefly a prairie with fertile soil and capable of raising any amount of wheat and oats. The season is short, however, the winters are cold, and there is usually a heavy snowfall; but the temperature, as recorded for generations at the various northern posts of the Hudson Bay Company, is not lower than at Winnipeg, Regina, Calgary or other prairie cities and actually averages higher than that of Montreal. There are also vast ranges for cattle on a thousand hills covered with nutritious grass. If the land is ploughed and planted with timothy seed it will produce

heavy crops of hay, which are necessary to feed the cattle through the winter. The ranges are open about seven months in the year."

## Photo Competition

THE series of pictures which appear on pages 6 and 16 of this number are sent in by the winner of the first prize in the Eighth competition.

The names of those who gained the Second and Third prizes appeared in our September number.

**First Prize, - - \$12.50**

GEORGE HEMELRYK  
LETHBRIDGE,  
ALBERTA

The harvest of the Canadian West will pay tribute.

## Fort William Ont.

**This unrivalled Canadian port on Lake Superior offers greater advantages to Manufacturers, Merchants and Artizans than any other point in Canada**

The Canadian Pacific Railway spends annually one million dollars here. The Grand Trunk Pacific Railroad has selected Fort William as the lake terminal of the road.

Write for information to

E. S. RUTLEDGE, *Mayor*  
Or, E. R. WAYLAND,  
*Secretary Board of Trade,*  
FORT WILLIAM, ONT.

## G. A. FORBES

FINANCIER  
AND  
INVESTMENT BROKER

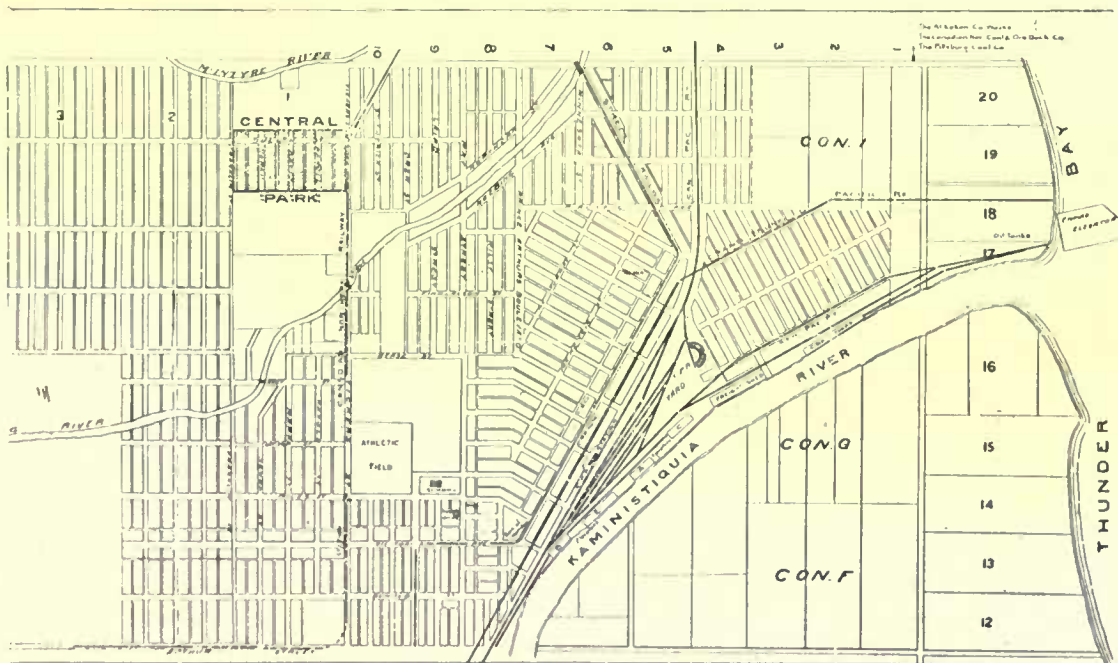
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- (1) Official reports of the Federal or Provincial Governments, including maps and reports of the Geological Survey;
- (2) Information about the mineral, agricultural, timber, fishing, water-power and other resources of the country;
- (3) Advice as to sporting and fishing locations.

WE make a special feature of information to intending settlers about the suitability of different locations for a homestead, also upon railway routes and rates to any part of Canada. We have a mass of information in this office which cannot easily be printed in the magazine. We answer all letters with promptitude addressed to BUREAU OF INFORMATION,  
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Personal enquirers can often be given more explicit information, as they can state their requirements more clearly in an interview than by letter. In either case RESOURCES can usually give, at all events, the preliminary facts required.

## To Contributors

THE editor will be glad to receive articles and photographs depicting the life and resources of Canada. Articles must not be more than 1,000 words in length, and should if possible be accompanied by original photographs. It is absolutely necessary that a description of every picture and the name and address of the sender should be written plainly upon the back. Fair prices will be paid for all material used, and everything sent in will be returned if desired. The name and address of the author must appear upon every article submitted.

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" " 12	DOMINION - -	" " 28
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