

Canadian Life *and* Resources

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JOYOUS WINTER DAYS

JANUARY 1907
Vol. V. New Series No. 1

"The Nineteenth Century was the century of the United States;
the Twentieth Century will be Canada's century."

Ten Cents a Copy
\$1.00 a Year

The Settlement of the West
Industrial Town Life
Cartier—the Discoverer

RESOURCES PUBLISHING CO., Limited,

Publishers

MONTREAL, CANADA

1906

Benefits that Accrue to Settlers in The Canadian West

Canada welcomes every industrious settler.

The Canadian West is the farmer's paradise.

Prosperity follows settlement in Western Canada.

The Canadian West is the wheat-grower for the nations.

Free homesteads for free men who are willing to work.

More than half a million settlers have started prosperous homes in the Canadian West.

"The Twentieth Century is Canada's Century."

The growing West of Canada is a young man's country.

The railway facilities are good and are getting better every day.

There is a good market all over for every kind of produce.

In ten years the bulk of Canada's population will be West of the Great Lakes.—*Hon. Thomas Greenway.*

IN the year 1905 nearly 150,000 people flocked to the fertile plains of the Canadian West—about 46,000 of them from the agricultural areas of the United States—and thus demonstrated that the Western portion of the Dominion of Canada is the farmer's paradise.

In the past few years the development of Winter wheat in the new Provinces has been marvellous, and it has been shown, conclusively, that land that formerly was relegated to ranching is now the prime area for the raising of Winter wheat that yields 30 to 50 bushels to the acre and 66 pounds to the bushel.

160 ACRES FREE

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SUPERINTENDENT OF IMMIGRATION, OTTAWA, CANADA.
THE CANADIAN COMMISSIONER OF EMIGRATION, 11-12 Charing Cross, LONDON, W.C.

Western Development

Under this heading will be found particulars of improved and unimproved farms for sale and virgin lands, together with the announcements of Municipalities and Boards of Trade. Further information regarding any advertisement can be obtained from our Bureau of Information.

The National Land & Loan Co.

INVESTMENT
BROKERS

Farm Lands Bought and Sold

Competent Guides always on hand
to locate Homesteaders.

Reference: Northern Bank

Head Office

ERNEST DICKER, Mgr. **Saskatoon, Sask.**

The Moose Mountain District

has been known for years as being one of the best in Western Canada. We control **200,000 Acres** of farm lands in it. Write for particulars

De TREMAUDAN & CO.

MANOR Saskatchewan Canada

WILD and IMPROVED LANDS

In the Famous

HANLEY PLAINS
Saskatchewan

For pamphlet giving complete information write

T. O. HAMRE

P.O. Box 45 HANLEY, SASKATCHEWAN

DON'T ALL GO TO SASKATOON!

Come to the **largest wheat growing district in Western Canada**. **300,000 acres** improved and unimproved lands in **Saskatchewan**. **200,000 acres en bloc** in **Alberta** at from \$7.00 to \$8.00 per acre. For particulars, terms, etc., write or wire **A. A. CUNNINGS, Rosthern, Saskatchewan**.

We sell **IMPROVED FARMS** in
the best wheat district in

WESTERN CANADA

McINNIS & CLARK

Box 6

BRANDON, Manitoba

Forget Real Estate Co.

Headquarters for Improved and Un-
Improved Farms in the famous

MOOSE MOUNTAIN DISTRICT

100,000 Acres for sale at prices ranging from \$15 to \$30 per acre. First-class black clay loam. Excellent water easily obtained. Large elevator capacity. Splendid shipping facilities. Further information forwarded on request.

Forget Real Estate Co.

J. ALEX. CARMICHAEL, Manager

FORGET, Saskatchewan

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CANADA'S most progressive and rapidly developing city—
The Hub of the West. Thousands of dollars are being made daily in real estate investments. We are offering some splendid opportunities in

BUSINESS BLOCKS WAREHOUSE SITES RESIDENTIAL PROPERTY

And have exclusive selling of the choice residential districts of

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Mount Lawn

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**BUY NOW
DON'T DELAY**

LOTS, \$125.00 and up.
Terms, One-third cash. Balance
6, 12 and 18 months.

**WIRE
WRITE**

SEND FOR OUR LIST OF FARM LANDS

MAGRATH, HART & CO.

44 Jasper Avenue
Reference—Dominion Bank, Edmonton.

EDMONTON, Alberta

Buy a Piece of the Earth

Choice Wild and Improved Lands
in the finest **Wheat Belt** in the

SASKATCHEWAN VALLEY

through which the Canadian Pacific, Canadian Northern and Grand Trunk Pacific Railways are running or under construction. Tracts or Farms. Good water and plenty of it. Call or write for maps and details.

International Land Company

DAVIDSON, Saskatchewan



OLDS WHEAT LANDS

Send postal for Olds Realty Company's Winter Bulletin
of LAND PRICES. It's a money maker. Just printed.

O. S. Moore, Manager

Olds, Alberta

THE CHOICEST WHEAT FIELDS in the world are located at Abernethy in Saskatchewan. Twenty-two years of continued Prosperity proves this, and after all Prosperity is the Telling Proof. We are fortunate in having some of these choice lands for sale, in fact, we can sell you an improved wheat farm that has no equal in America. You can pay more than we ask, but you cannot get their equal elsewhere. \$500 or \$1,000 make a nice investment. Get our lists before the Spring brings the usual advance. Buy now—Sell in the Spring. Full particulars on application.

BEWELL & BEWELL

Real Estate Brokers and Financial Agents

Abernethy, Saskatchewan

FOR reliable information regarding the great wheat-growing district of
Sunny Alberta write

A. F. MALEY, THE LAND MAN, Didsbury, Alberta.

Sunny Southern Alberta

The Colorado of Canada



ATTRACTIONS

Rich soil, mild climate, good markets, good railway facilities, cheap fuel, etc., etc., etc.

The Alberta Railway

Has 500,000 acres choice FALL and WINTER WHEAT LANDS for sale. These lands are situated in Alberta's warm belt, a short distance North of the Montana boundary and at the East base of the Rocky Mountains.

PRICE

\$7.50 to \$8.00 per acre near railway.
\$6.50 to \$7.50 per acre back from railway.

In blocks of 5,000 acres and over a special price of \$5.50 to \$6.50 per acre is given.

TERMS—Retail, \$2.00 per acre cash. Wholesale (5,000 acre blocks), \$1.25 per acre cash. Balance in five equal annual instalments. Interest at 6 per cent.

For maps, printed matter and other information, address

C. A. MAGRATH,
Land Commissioner,
LETHBRIDGE, ALBERTA

Or,
OSLER, HAMMOND & NANTON
WINNIPEG, MANITOBA

NOTE.—In 1905 the first car of winter wheat was shipped from Lethbridge on August 12.

Our Bureau of Information

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

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

CANADIAN LIFE AND RESOURCES
Beaver Hall Hill,
MONTREAL, CAN.

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

PORTAGE LA PRAIRIE, the one place in all Western Canada where all the Railway Systems meet.



Portage la Prairie,
the ideal place in Western Canada
for the location of manufacturers
and wholesalers.

A FEW FACTS ABOUT PORTAGE LA PRAIRIE

At Portage la Prairie all the Western railway systems meet thus providing facilities for the distribution of goods such as are possessed by no other town or city in Western Canada. The main lines of the Canadian Pacific, the Canadian Northern, the Grand Trunk Pacific and J. J. Hill's Canadian system all pass through Portage la Prairie, and several branch lines also have their termini in the town, consequently goods can be shipped from Portage la Prairie to Calgary, Edmonton and Prince Albert, and all intermediate points in the three prairie provinces—Manitoba, Saskatchewan and Alberta—and at as favorable rates as from any other town or city in the West. Manufacturers locating in Portage la Prairie are assured of the very best rates given by the railways.

In addition to the town's outstanding advantages in regard to transportation facilities, it may be mentioned that sites for factories and warehouses can be secured at prices far and away below those at which sites can be obtained in any other town or city even approximating the

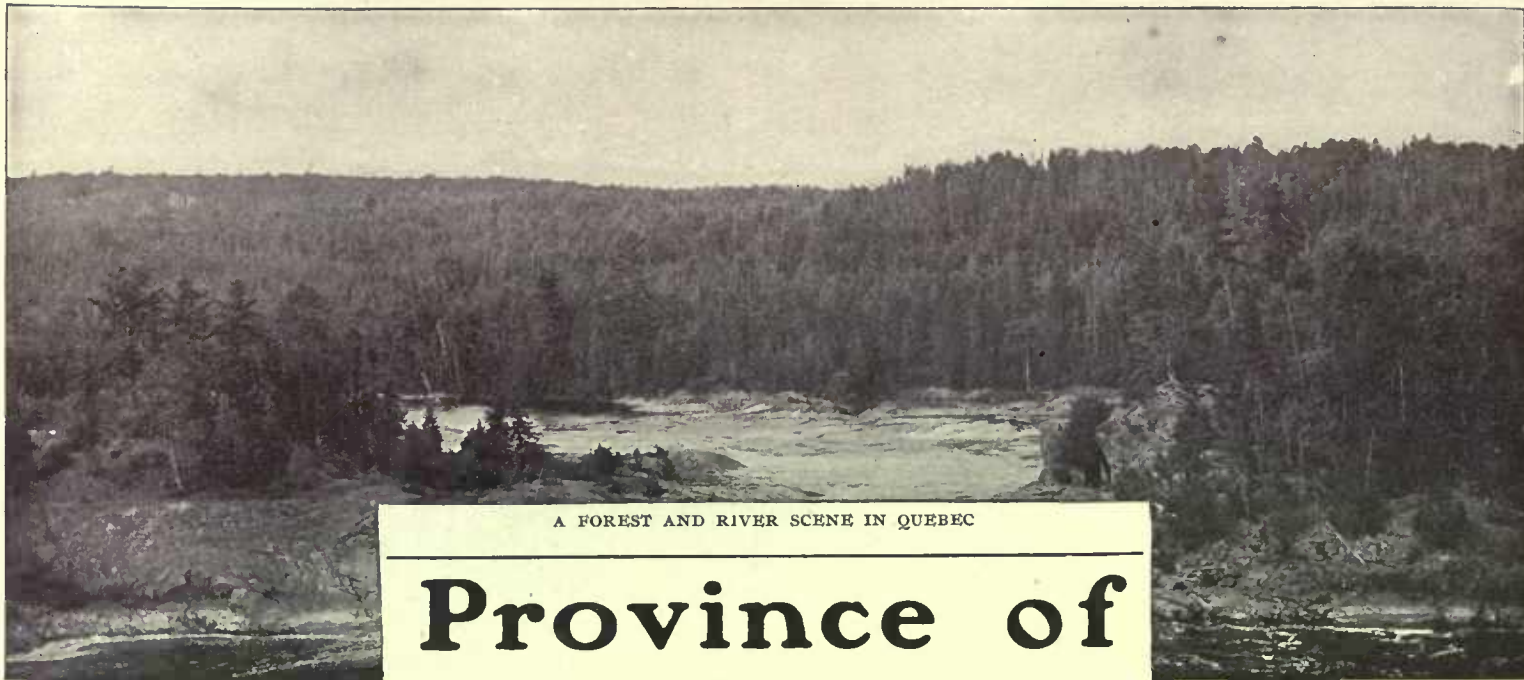
size of Portage la Prairie and with none of Portage la Prairie's advantages.

Another point of importance to manufacturers and wholesalers is the fact that Portage la Prairie is an independent port of entry, as a result of which incoming goods can be put through the customs with the least possible delay.

The town is not one of the "mushroom" variety. It is substantial and at the same time progressive. It has waterworks and sewage systems and is supplied with all the other public utilities that modern civilization demands in an up-to-date and progressive town.

If you are a manufacturer or wholesaler and think of locating a branch in Western Canada, do not fail to write

The Secretary of the Twenty Thousand Club,
Portage la Prairie, Manitoba



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.

THE Province of Quebec is, above all, an agricultural country, a country for colonization, and is particularly well favored with forests, mountains, lakes, rivers, splendid waterfalls, innumerable water-powers, fertile islands and rich pastures. The soil of the Province, and, in particular, that of the great colonization centres which have yet to be opened up and peopled with hardy settlers, is of superior quality and eminently adapted for cultivation of all kinds. The forests, which stretch endlessly in all directions, and contain the most valuable woods, have been for years the object of constant and active operations. The rivers and lakes, which have long remained unknown, now attract hundreds of sportsmen from all parts of America, who find both pleasure and profit in fishing for salmon, ouananiche, trout, pike, etc.



HARVEST SCENE ON THE FARM OF J. B. HUDON AT ST. JEROME
LAKE ST. JOHN

FOR FURTHER INFORMATION APPLY TO

HON. A. TURGEON,

Minister of Lands, Mines and Fisheries

Parliament Buildings, Quebec, Can.



THE NEW MOUNT ROYAL CLUB, MONTREAL, RECENTLY OPENED TO ITS MEMBERS, AMONG WHOM ARE MANY OF THE LEADING BUSINESS MEN OF CANADA.

THIS BEAUTIFUL CLUB STANDS AT THE CORNER OF SHERBROOKE AND STANLEY STREETS, IN THE HEART OF THE BEST RESIDENTIAL SECTION OF THE CITY, ITS CHASTE GRECIAN ARCHITECTURE, THE BEAUTY OF THE MATERIAL OF WHICH IT IS CONSTRUCTED AND ITS GENERAL AIR OF ELEGANCE AND GOOD TASTE MAKING IT AN ORNAMENT TO MONTREAL'S MOST HANDSOME STREET. THE FIRST BUILDING OCCUPIED BY THE MOUNT ROYAL CLUB AND WHICH STOOD ON THE SITE OCCUPIED BY THE PRESENT ONE, WAS FORMERLY THE RESIDENCE OF THE LATE SIR JOHN ABBOTT, WHO SUCCEEDED SIR JOHN MACDONALD IN THE PREMIERSHIP. DURING PART OF ONE WINTER IT WAS OCCUPIED BY THE EARL OF ABERDEEN, THEN GOVERNOR-GENERAL, AND HIS HOUSEHOLD. THE BUILDING WAS SUBSEQUENTLY DESTROYED BY FIRE, BUT OUT OF ITS ASHES HAS ARISEN THE LARGER AND MUCH HANDSOMER CLUB OF TO-DAY.



Vol. V. NEW SERIES No. 1

Montreal, January, 1907

PRICE, TEN CENTS
ONE DOLLAR A YEAR

THE STORY OF THE MONTH

A SUMMARY OF CANADIAN AFFAIRS

AT HOME

DURING the month the House of Commons held thirteen sittings adjourning on the 19th until Jan. 9th. On motion of the Minister of Agriculture the House adopted a resolution approving of the establishment of cold storage warehouses for the preservation of perishable food products, aid for the same to be granted out of the public funds to the extent of 10 per cent of the cost. A resolution was adopted approving of the granting of Dominion land to Canadians residing in Manitoba, Saskatchewan and Alberta who served in the recent war in South Africa. The first division of the session took place on the 11th, the question relating to the administration of the coal lands in the West. Mr. Herron, Conservative of Alberta, presented a resolution declaring that the coal lands owned by the Government should be alienated and administered on such conditions as would ensure an adequate supply of coal at reasonable prices. To this an amendment was moved by Mr. Knowles, Liberal of West Assiniboia, declaring that the recent strike among the miners at Lethbridge and the resulting shortage of coal at many places in the West had not arisen from defective legislation, but from lack of transportation facilities and from the conflict of capital and labor. The amendment was adopted by a vote of 77 to 39. A bill was introduced by the Minister of Agriculture providing for further supervision and inspection of food products. The proposed law is to apply to meats, fish, fruit and vegetables. A bill was read a second time and passed in committee of the whole providing for the better protection of level railway crossings in cities, towns and villages. A bill was read a second time and referred to the Railway Committee making it legal to sell the unused part of a railway ticket. The Minister of Labor introduced a bill to aid in the preventing of strikes and lockouts on public utilities by providing for an arbitration of disputes between employers and employees. A bill was read a second time amending the Naturalization Law so as to permit a person naturalized in another part of the Empire to become a citizen of Canada without the residence of three years as required in case of aliens. Considerable progress was made with the revision of the tariff.

On December 29th C. R. Devlin, Liberal, was elected to the House of Commons for Nicolet, Quebec, by a majority of 390. He formerly sat for Wright, Quebec, but subsequently he had been Canadian Immigration Agent in Ireland and then a member of the British House of Commons.

THE Federal Cabinet has approved of the location of four hundred miles more of the

Eastern Division of the Grand Trunk Pacific Transcontinental Railway. This includes a hundred and fifty miles in the neighborhood of Lake Abitibi, forty miles westward from La Tuque, a hundred and fifty miles eastward from Quebec and fifty miles between Moncton and Chipman in New Brunswick.

MRS. ELLEN P. OSLER, widow of the late Rev. Featherston Osler, on Dec. 14th celebrated the hundredth anniversary of her birthday, sixty relatives being present at her home, 82 Wellesley Street, Toronto. Mrs. Osler has lived in the reign of five Sovereigns, and the chief feature of the decorations of the birthday banquet was a handsome five-story birthday cake emblematic of the reigns of George III., George IV., William IV., Victoria and Edward VII. Six of her children are living—Mr. Justice Featherston Osler of the Court of Appeal for Ontario, Toronto; Mr. E. B. Osler, M.P., Toronto, and Dr. William Osler, Regius



MRS. ELLEN P. OSLER OF TORONTO AND TWO OF HER GREAT-GRANDCHILDREN.

Professor of Medicine in the University of Oxford, England. The other surviving children are:—Mr. E. L. P. Osler, barrister, residing in the Northwest; Mr. Francis L., of Summerland, B.C., and Mrs. Gwyn, wife of Lieutenant-Colonel Gwyn of

Dundas. A noted son was the late Mr. B. B. Osler, a leader at the Ontario Bar. The late Mrs. Williamson, President of the Woman's Auxiliary of the Church of England, Diocese of Toronto, was a daughter of Mrs. Osler.

THE Dominion Government refused the request of the Medical Faculty of Queen's University of Kingston, Ont., to supply the stone for the new laboratories building from the penitentiary. The labor unions strongly protested against the convict labor entering into competition with free labor.

THE electors of Manitoba sanctioned by a large vote the principle of a public-owned system of telephones and during the coming summer the provincial government will construct one hundred miles of long distance lines.

THE MIDLAND PRINCE, the largest vessel ever built in Canada, was launched at Collingwood, Ont., on December 5th. The vessel was constructed by the Collingwood Shipbuilding Company and is the property of the Midland Navigation Company. "The Midland Prince" will be employed in the grain-carrying trade of the Great Lakes. The length of the vessel over all is 486 feet, the width 55 feet, moulded depth 31 feet and the engines are of 2,500 horse-power. The vessel can carry 10,000 tons of cargo on a 20-foot draft, such a cargo representing 330,000 bushels of wheat. The vessel and outfit will cost \$365,000. "The Midland Prince" was christened by Miss Hays, daughter of Mr. Chas. M. Hays, General Manager of the Grand Trunk Railway System.

EARLY in the month an arrangement was arrived at between the Dominion Iron and Steel Company and the Dominion Coal Company of Sydney, C.B. by which the former agreed to pay the latter \$1.50 a ton for coal supplied, the final interpretation of the original contract for coal supply and the claim of the Iron and Steel Company for damages for alleged breach of contract to be left to the decision of the courts.

THERE died during the month the Rev. George Jacobs Low D.D., Canon of the Anglican diocese of Ottawa. He was born in Calcutta, India, on the day before Her late Majesty Queen Victoria came to the throne. He was an earnest church worker and a deep student of literature. On December 10th Col. L. F. Pinault, Minister of Militia and Defence in Ottawa, aged fifty, died of a

tingents to South Africa during the Boer war. Col. Pinault was a native of Rimouski county, Que., and entered the militia as a private in the Rimouski battalion 38 years ago. He saw active service in the Fenian Raids and in the North-West Rebellion. There also died during the month Francis Odette of Dickinson's Landing, aged 100 years; Rev. Charles Bancroft, M.A., at one time one of the most prominent of the Anglican clergy in the Province of Quebec; also Mr. Charlemagne Laurier, M.P. for L'Assomption, merchant of St. Lin, Quebec, and half-brother of Sir Wilfrid Laurier. He was first elected to Parliament in 1900 and re-elected in 1904; Hon. V. W. Larue, member of the Legislative Council of Quebec, and the Rev. James Hogg, a veteran Presbyterian clergyman of Winnipeg.

ON December 14th Messrs. Wm. Mackenzie and Donald D. Mann, the builders of the Canadian Northern Railway, the third Canadian trans-continental line, were the guests at a banquet tendered them by the Toronto Board of Trade. The gathering was one of the most representative ever held in Toronto. The speakers of the evening were His Honor Lieutenant-Governor Clark, Mr. Peleg Howland, President of the Board of Trade; Premier Whitney, Hon. G. W. Ross, Mayor Coatsworth, Mr. Byron E. Walker, Mr. Z. A. Lash, K.C., and the guests of the evening. Messrs. Mackenzie and Mann.

MR. ALEXANDER MACLAREN, vice-president of the James MacLaren Company; Mr. Frank Kiernan, chief of police; Mr. John C. Cummings, bailiff, and T. J. Thompson, Chicago; Pierre Picard, Montreal; Albert Liatt, Montreal, and Roy Engrem, William McManus, and Joseph Delorme, Ottawa, special detectives, were committed for trial on charges of manslaughter; it is alleged, causing the deaths of Thomas Belanger and Francois Theriault, the two strikers killed in the Buckingham riot of October 8th.

AS a result of the recent conferences between representatives of the city of Stratford, Ont., and the officials of the Grand Trunk Railway Company, the latter have decided to proceed with extensions to their works at that city to the extent of \$250,000. The repair shops are to be completed and a new station built.

JUDGE WINCHESTER of Toronto granted a commission to go to New York and take evidence from the various brokers with whom Charles McGill, late Manager of the Ontario Bank, had dealings. The commission was appointed in connection with the charge of theft of \$1,150,000 from the bank.

ON December 15th the Canadian Northern Railway Company took over the Prince Albert line between that place and Regina, Sask.

THE strike among the coal miners at Lethbridge, Alberta, which commenced in March last, came to an end during the first week of the month. The operators of the mines agreed to an increase of wages amounting practically to ten per cent. The eight hour day was not agreed to, but it is expected that this matter will soon be regulated by provincial legislation. They also refused to recognize the Miners' Union to the extent of making the mine a closed one, but said they would be willing to meet officers of the Union to discuss questions in which members employed in the mines were interested.

THE Government House at Dawson City, Yukon Territory, was destroyed by fire on Christmas Day, loss \$110,000. It was the finest building north of Vancouver.

LAVALE University the leading French-Canadian institution of learning, decided to avail itself

of the privileges of the Rhodes Scholarship, which provides for the expenses of a three years' course at the University of Oxford, England.

ON December 14th the Hon. Sydney A. Fisher, Minister of Agriculture, addressed the Politi-



THE LATE COL. L. F. PINAULT, C.M.G., DEPUTY MINISTER OF MILITIA AND DEFENCE.

cal Science Club of Queen's University, Kingston, Ont., on the subject of "Canadian Agriculture." He urged young men to stay by the farm, as it offered unusual openings for the best kind of work. He said the Guelph Agricultural College was one of the best in the world and the scientific methods exemplified there had done much and would still do much to stimulate and develop agriculture throughout the Dominion.

AMONG those who attended the banquet given the Hon. H. R. Emmerson, Minister of Railways and Canals, at the Union Club of St. John, N.B., on December 17th, was the Hon. A. G. Blair, at one time Minister of Railways and Canals and subsequently Chairman of the Railway Commission, a position he resigned in November, 1904. Being called upon to speak, Mr. Blair said that if, when the time came, a constituency wanted him, he was at their service. He was pleased that Mr. Emmerson was his successor, and if he (Blair) returned to Parliament he would give Mr. Emmerson hearty support.

MR. D. E. BROWN, who for twelve years past has been chief representative of the Cana-



LAUNCHING OF THE "MIDLAND PRINCE" AT COLLINGWOOD, ONT., ON DECEMBER 5TH.

dian Pacific Railway Company in the Orient, with headquarters at Hong Kong, has been appointed General Superintendent of the C.P.R. trans-Pacific steamship service, with headquarters at Vancouver. This change has been made in order that the Gen-

eral Manager, Mr. Arthur Piers, might be relieved from at least a part of the routine work of the system.

ON December 22nd Mr. B. F. Gearson, one of the leading business men of Halifax, was sworn in Minister without portfolio of the Provincial Government of Nova Scotia.

THE Hon. Edward Blake, member of the British House of Commons, was at his old home in Toronto. His health has improved and he will soon return to London in order to attend the approaching session of the Imperial Parliament.

ACCORDING to latest reports the Hon. C. S. Hyman, Minister of Public Works, who is still in the South, is in much better health and his complete recovery is now expected.

DR. WILLIAM PAKENHAM, M.A., B.Paed., was appointed Dean of the Faculty of Education being organized at the University of Toronto. Dr. Pakenham has been for some years principal of the Technical High School.

ON December 27th and 29th the hockey team of New Glasgow, N.S., played the Wanderers of Montreal on the latter's ice for the Stanley Championship Cup. In the first match the Wanderers scored 10 goals to their opponents 3, and in the second 7 goals to 2, giving the Wanderers a majority of 12 goals.

ABROAD.

EARLY in the month the Viceroy of India issued a notice discouraging emigration from that country to Canada.

PETER Stefanovitch Verieguine, leader of the Doukhobors in Canada, arrived in St. Petersburg, Russia, on December 6th, the purpose of his visit being to engage 10,000 Russian workmen to work for two years under contract in railway construction in Canada.

THE British Government refused its sanction to a scheme proposed by a powerful syndicate to bring cattle and sheep from South America, Canada and elsewhere to the British Island of Alderney, where it was planned to slaughter them and distribute the carcasses in Great Britain.

IN the British House of Commons on December 15th Mr. Herbert Gladstone stated that the Prime Minister could not promise legislation for the free importation of Canadian cattle into Great Britain. The House had decided against this and the matter therefore must remain as at present unless the House saw fit to change its views.

THE first practical step towards reciprocity in soldiers between Great Britain and Canada has resulted from the recent disbandment of several battalions of the British army. The new movement will be initiated by one hundred of the men who lately disbanded from the third battalion of the Manchester Regiment, who in January will proceed to Canada and join the Dominion's forces. The men, their wives and their families will all be taken over at the cost of the Canadian Government. The British War Office authorities are hopeful that the movement will develop and that later a system of exchange will be arranged by which Canadian troops can be sent to England and British troops sent to Canada, with the object of more closely welding the services into an Imperial force.

THE London *Morning Post* in an article published on December 14th, eulogistic of Earl Grey, Governor-General of Canada, says that his speech at the Pilgrims' dinner in New York did more to convince the average American that Canada has come of age and must be treated as a self-respecting nation, than all that has been said on that subject in Canada in the last twenty years.



A TYPICAL PRAIRIE SCHOONER, THE FAVORITE MEANS OF TRANSPORTATION FOR SETTLERS FROM THE WESTERN STATES.



BEFORE THE RAILWAY CAME—LOADING A SCOW AT EDMONTON WITH SUPPLIES FOR THE ALL-BRITISH COLONY AT LLOYDMINSTER.

THE SETTLEMENT OF THE WEST

FROM THE TURNING OF THE FIRST FURROW TO THE ARRIVAL OF THE LAST IMMIGRANT THIS SEASON

(Written specially for CANADIAN LIFE AND RESOURCES)

AS a land of freedom, peace and plenty, wherein "men may eat bread without scarceness," Western Canada is now famed throughout the civilized world; and by virtue of that reputation it has, for more than three decades, been attracting to its broad and fertile prairies the poor and the oppressed of nearly all nations. In addition to these have come the adventurous well-to-do of the Mother Country, and of late years, thousands of wealthy farmers from the Western States, eager to profit by the opportunity of fortune-building now offered by Manitoba, Alberta and Saskatchewan. So, the trickling stream of immigration that began to flow towards these black wheatlands when the Dominion of Canada assumed from the Hudson's Bay Company the rule of its imperial heritage, has now swelled to a stream of no mean proportions; and on these plains over which, a generation ago, the buffalo roamed unmolested, are now scattered the sod shanties and pine shacks of new arrivals, or the comfortable and artistically furnished homes of the well-established farmer and rancher.

Naturally, the influx of settlers has varied in proportion to the facilities offered for transportation. Yet, even before the building of the Canadian Pacific Railway, the Government's offer of free homesteads of 160 acres each was gladly seized by Icelanders, Scotch crofters, Eastern Canadians and Russo-German Mennonites.

First to arrive in this Western land of opportunity after its incorporation as a Province of the Dominion were several companies of courageous and far-seeing Ontario farmers, who, in order that their children might profit by the chances offered in a new

country, resolutely turned their back on the comforts and social advantages of the East. These early settlers clung as closely as possible to the outskirts of civilization, choosing their homesteads either near the International Boundary or along the Red River Valley, where they were warmly welcomed by the descendants of the Scotch colony that Lord Selkirk had brought out sixty years before. Later on the colony was swelled under the Hudson's Bay Company's *regime* by successive influxes of Irish, German, Swiss and French settlers, until at the time of the first migrations from Ontario the population of Manitoba numbered about 2,000 whites, 5,000 English half-breeds and 5,000 Métis.

During 1874 the white population was further augmented by nearly 7,000 Mennonites, who followed the "via Pembina trail" and settled in the southern part of the Province. These settlers, though essentially German in speech and customs, were members of a peace-loving sect that had originated in Holland over two centuries before. Emigrating first to Prussia they had later been induced by the promise of freedom from military service to settle in Russia, where they were employed in dyking the lands along the Volga. Later on, when universal conscription was ordered in their adopted home, many of the Mennonites migrated to Ontario and Pennsylvania in spite of the fact that the Russian Government frequently allowed them to work on the forest reserves instead of serving in the army. Then, in 1874, these Ontario Mennonites, by mortgaging their farms, secured a loan from the Dominion Government in order to assist in the emigration of their Russian brethren to Manitoba.

About a year after the arrival of the Mennonites there came



ARRIVAL AT THE C. P. R. STATION, WINNIPEG, OF HARVEST EXCURSIONISTS FROM THE EAST.



THE FIRST HOME OF AN HUNGARIAN PIONEER, BEING A COMFORTABLE CABIN BUILT OF SODS.

a very interesting colony from Iceland. Driven from their island home by the austerity of its soil and climate, they turned naturally towards the land so romantically celebrated in Icelandic saga. For, was not the new Manitoba merely a western extension of the Stoneland and Vineland visited by Norsemen nearly five hundred years before San Salvador was sighted by Columbus? But these self-reliant, assimilative people, with their passion for letters and statecraft, were far less successful on the Canadian prairies than their ancestors had been in their icebound colony of Greenland. For, the Government thinking them fitted only for fishing, established the Northmen in two settlements, at Gimli and Icelandic River on the western shore of Lake Winnipeg. Here for many years they managed to eke out only a mere living, until by adding small farming to their earlier occupation, they succeeded in materially increasing their revenue.

When Miss Olafia Johnnsdottr, niece of the Premier of Iceland, was in this country in 1897 as a delegate to the World's Convention of the Women's Christian Temperance Union, she visited the different settlements established by her countrymen in the West and was greatly pleased at the progress they had made. At that time there was some discussion as to the advisability of inducing the whole island colony to emigrate to Canada, but an era of greater prosperity at home has prevented so gigantic a movement, although every year sees hundreds of these very desirable immigrants landed on our shores.

Even in those early years preceding the advent of the railway, many Scotch and English settlers, who had brought considerable money with them, drove northward to the old trading posts of the Hudson's Bay Company at Prince Albert and Edmonton and there established themselves on lonely farms and ranches.

In 1882 the C. P. R. rails entered Winnipeg, and then the famous "boom" reached its height. During that period of inflated values and for ten years afterwards the settlers were chiefly English-speaking. In November, 1885, the last spike was driven in the great transcontinental railway and then the wave of immigration spread over the territories. The Saskatchewan rebellion had just been subdued and the little force of Mounted Police increased from three hundred to one thousand, so the settlers felt safe in pushing as far north as the broad, muddy Saskatchewan, or as far west as the chinook-swept foothills of the Rockies.

Into the cattle country of Southern Alberta there ventured in 1887 a band of Mormons from the arid territory of Utah. To these and subsequent settlements of the "Latter Day Saints" the ranching province is indebted, as Prof. Mavor has pointed

out, for its first experiments in irrigation, in the cultivation of sugar beets and in the raising of winter wheat, all of which have proved very successful. In fact, it is largely due to the Mormons' knowledge of profitable agriculture in drier climates that the annual earning power of Southern Alberta lands has been so greatly increased, reaching as high as \$75 an acre on some of the beet plantations.

Of the foreign-speaking settlers, who have everything to gain and nothing to lose by emigrating, the Galicians are perhaps the most noticeable in the West. The vanguard of a considerable movement from Austrian Poland reached Canada in 1894, and since then about 10,000 have made their way to this country and are now to be found scattered throughout the prairie provinces, in railway construction camps, in the coal mines and on homesteads in the scrub country of Northern Manitoba or the open plains of Saskatchewan and Alberta. Their largest settlements are at Beaver Lake near Edmonton, at Dauphin, at Stuartburn in Southern Manitoba, and at Rosthern on the Prince Albert line. Industrious and of frugal habits, the Galicians have constituted no small factor in the solution of the labor problem and in the general development of the West. Owing to the lack of capital they will do any kind of work in town or country, while they will homestead on lands that no other settlers can be induced to take up.

Equally striking has been the progress of the Doukhoborts or Russian Spirit-Wrestlers. This very interesting sect, after enduring countless persecutions in the Crimea and in the Highlands of Caucassia because of its aversion to militarism, secured in 1898 the Czar's permission to emigrate. In the following year over 7,000 of its members were hurried across the Atlantic and settled in two large colonies in Saskatchewan, two-thirds of their numbers being given homesteads in the Kamsack district between Yorkton and Swan River, and the remainder taking up land on both sides of the North Saskatchewan River near "the elbow." Owing to their communistic tendencies, some of the homestead regulations were waived in their favor and the Doukhobors were allowed to live in several tiny villages, where they built their quaint little mud cottages almost side by side.

Then this astonishingly self-contained colony began to play its part in the upbuilding of the West. Beginning with the most primitive methods of agriculture, the Doukhobors have rapidly advanced until the community is now able to plough nearly all its lands by steam. The men, thus released from farm labor, find employment on the railways all summer, or in the tie camp in the winter, while the



MISS JOHNNSDOTTR, NIECE OF THE PREMIER OF ICELAND, WHO VISITED THE ICELANDIC SETTLEMENTS OF WESTERN CANADA.



HOME OF GALICIAN SETTLERS AT ROSTHERN, SASK. THE ROOF IS THATCHED AND THE MUD-PLASTERED WALLS WHITEWASHED.

women, in addition to their regular domestic duties, work in the fields, spin and weave both wool and flax, make their own clothes and household linen, and every year earn thousands of dollars by gathering wild ginseng root for the Chinese market. In fact, so industrious are the Doukhobors, that they would become some of the best of Canadian citizens were it not for their communal system and their tendency to follow unauthorized spiritual leaders to fanatical extremes, and these defects in their polity and character have been unduly emphasized in most accounts of these temperate, honest and cleanly people.

By the beginning of the 20th century—Canada's century, we must remember—the extraordinary resources of our prairie country had begun to attract considerable attention in the Western States. Then several thousands of settlers from Iowa, Minnesota and the Dakotas (chiefly Canadians who had gone to the States years before, or Americans of Scandinavian origin) drove across the border with their effects, while an equal number came in by the "Soo" Pacific and took up homesteads between Portal and Moosejaw. Then an enterprising land company gave a considerable impetus to this movement. Realizing the incredulity with which the most faithful description of our wheat country must be received in the States, it chartered a train with Pullman and diner at a cost of about \$12,000, and took about one hundred American capitalists on an excursion from St. Paul, Minn., to Prince Albert. As a result, its guests bought \$1,000,000 worth of land on the trip and afterwards advertised the country



THE FARM BUILDINGS HERE PICTURED SHOW THAT THE SETTLERS HAVE OUTGROWN BOTH SOD CABIN AND PINE SHACK.

so well that the company disposed of its entire holdings—1,000,000 acres—within the next nine months. From that time onward a steady stream of immigrants has been pouring into Canada from the States, seeking chiefly the Prince Albert line, the Calgary and Edmonton branch and the Saskatchewan Valley. According to Government statistics an average of 40,000 Americans annually have settled in Manitoba, Saskatchewan and Alberta during the last four years, and it is safe to say that half as many more have come in unknown to the immigration agents. To all of these Canada is a revelation, as one may easily gather from the conversation of land-seekers on almost any train on the branch lines in the West. On a recent trip up the Edmonton line the writer could not help overhearing a middle-aged Californian inform his neighbor first that twenty families were coming to Alberta from his town that year, then that land seen from the car windows and valued at from \$6 to \$10 an acre, would be worth \$200 in California, and finally, when viewing the timbered country near Innisfail, which is not considered desirable for homesteads by Canadians, that in his State the "locators" could not settle such lands fast enough. In the same car were three wealthy Montana cattle men who had intended to look at land all along the line, but who got off at the second station north of Calgary, remarking, "This is good enough for us."



CHURCH OF ENGLAND RECTORY AT LLOYDMINSTER, THE LOWER FLOOR OF WHICH WAS FIRST USED AS A CHURCH.

Closely connected with the immigration from the States has been the settlement of an immense tract of land in Saskatchewan, known as the Quill Lake Mennonite Reserve, on which a large colony of Kansas Mennonites and about five hundred families of their Russo-German brethren have taken up homesteads within the last three years.

Altogether, it is estimated that 210,000 immigrants from the United States have crossed the border into our West within the last ten years, bringing with them cash and settlers' effects to the value of \$75,000,000.

Two of the most distinctively English settlements in the West are the cattle country around Calgary and High River, and the all-British farming colony in Saskatchewan, scattered over an area of 4,000 miles in extent. The Alberta settlement is made up of wealthy and highly-cultivated ranchers, whose leisurely occupation allows them plenty of time for sports and social recreation and an occasional visit to the old land. In the Saskatchewan colony, however, life has been a little harder. This settlement was composed chiefly of office men from the larger English towns, with a few Manxmen, who, with their families, came out in 1903 under the care of the Rev. Mr. Barr and the Rev. Archdeacon Lloyd. Desiring to keep as closely together as possible they chose for their homesteads a block of land nearly two hundred miles from the railway line, and hence had to endure many unnecessary hardships.

At the end of their journey they were met by a Government surveyor, who showed them their townsite and explained the plan of their homesteads. Then they were left to their own resources. Archdeacon Lloyd, the only member of the colony who knew anything whatever of Western life, built the first house, using for it the timber from an old mission school, which he had hauled a distance of forty-five miles over the plains. This did duty as a church and rectory combined, and constituted the chief rallying place for the whole community. Hence to the little settlement clustering around it was given the name of Lloydminster.

The first two years were especially hard on the colony. Owing to their isolation the members were deprived of the help and advice of experienced neighbors and, hence, their farming in the beginning had to be largely experimental. Wheat-raising



THE PRESENT CHURCH OF ENGLAND AT LLOYDMINSTER, THE ALL-ENGLISH COLONY IN SASKATCHEWAN.

on an extensive scale was out of the question because the freighters' charges would have consumed all the profits. Discouraged by the large outlay, with no immediate prospects of income, many abandoned their homesteads and took up lands nearer the railway line. One hundred and sixteen families left the Lloydminster district and settled north-east of Battleford and Jackfish, so that the Barr colony is scattered over an area stretching about 200 miles from north to south and 200 miles from east to west.

If these British settlers did not at once contribute to the material development of the West, they must be credited with maintaining, under very difficult circumstances, a higher standard of general cultivation than is ordinarily found in a pioneer town. In their little newspaper is to be found a proportionately greater space allowed for church news than is given in any other Western journal. Lloydminster has its rifle association, its skating rink and hockey club, and now the town is planning a men's social club, the fees for which are to run from \$25 to \$50 per annum. Altogether the colony has passed beyond the experimental stage and now forms one of the most stable settlements in the West.

However, owing to the unnecessary difficulties encountered by these British immigrants and by the Doukhobors, the Government is now discouraging settlement in colonies.

So many nationalities are now represented in the West that it is impossible to mention them all. Twenty-four different tongues are spoken in Winnipeg, and even in the English district about Calgary, when the Mounted Police had to warn the settlers not to pull up the surveyors' stakes, they had to write the notice in ten languages. There are Hungarians at Esterhazy, French near Edmonton, negroes south of Battleford, Finns west of Red Deer and both Finns and Swedes in the Qu'Appelle Valley, and scattered almost everywhere are Germans, who constitute the largest part of the foreign element in the West.

During the past two years there has been a decrease in the foreign immigration, which, however, has been more than counterbalanced by the influx of British settlers.

But to get any adequate idea of the settlement of the West one should see the invading army advancing into the country, especially on the northern branch lines or along the newer highways and byways. Probably the best opportunity for this was afforded during the summer of 1905, when the Canadian Northern Railway was opening up the Saskatchewan Valley. As soon as the rails reached Battleford there was so much demand for transportation as far as the old capital of the territories that the construction department operated the last 150 miles of the road,

and between two hundred and three hundred passengers gladly availed themselves of the accommodations offered on each of the tri-weekly trains going west. Nine-tenths of these people were going into the country to stay. On one trip over this division about five months before the track reached Edmonton, the writer found every coach nearly filled with intending settlers. In one seat a German Catholic and a Lutheran pastor from Ohio were engaged in earnest conversation. In another were two English-speaking Swedes from Illinois marking on the map lands that they wished to investigate. Three negro children playing in the aisle volunteered the information that they were on the way from the cotton-fields of Texas to join their father who had opened up a general store in the Tramping Lake district. Then, when one man, with the air of a prosperous Western farmer, began to recount his experience in Alaska and to tell of his greater success on the Canadian prairie, a quiet looking youth came down the aisle to join him saying that he too had been in Alaska but had "come out" with less money than he had taken in. Then, an expensively dressed woman in front of them felt emboldened to turn round and say that she also had been at Cape Nome four years ago, but that her husband had found among the wheat-fields of Saskatchewan the fortune that he had unsuccessfully sought in the gold mines of the far North. At "The Elbow" of the Saskatchewan, a cheery-faced English woman with three tiny children, the youngest only five weeks, got off with her luggage there to await the arrival of her husband, who had taken up a homestead twenty-five miles farther west. Two apparently cultivated compatriots of hers maintained their national reserve throughout the greater part of the journey, but at last a friendly Westerner directly addressed one of them on the subject of the change of time at every fifteen degrees, and the Englishman courteously responding to his advances, remarked that that adjustment had cost him many a day's pay on his trips round the world.

Yet this was no unusual crowd, for it is just of such composite groups that the West is made up.

Still, rapidly as the settlement of the prairie had progressed during the last five years, the quinquennial census issued two months ago represents the population of the three Western provinces as still slightly under the million mark; Manitoba has increased 40 per cent, Alberta 65 per cent, and Saskatchewan 180 per cent in the last five years. This, however, is a very fair showing when we remember that Canada began the 20th century with the same population with which the United States began the 19th. When the area of the West is considered it is manifest that its settlement has only commenced.



A HOME BUILT UP BY A FEW YEARS OF WELL-DIRECTED EFFORT ON A CENTRAL ALBERTA FARM.

MANNERISMS OF PARLIAMENTARIANS

LEADING DEBATERS OF THE CANADIAN HOUSE OF COMMONS AS SEEN
AT CLOSE RANGE FROM THE PARLIAMENTARY PRESS GALLERY

(Written specially for CANADIAN LIFE AND RESOURCES.)

THE French have a saying which the English have borrowed and expressed in this way—"It is the first step that costs"—thus crystallizing the well-known truth that often it is the beginning of an undertaking that is attended with the greatest difficulties. Perhaps none recognize this truth more fully than do public speakers, for if they were to be asked which part of a speech gives them most concern, which is the most difficult to deliver and the most likely to cause fear or misgivings, their almost unanimous answer would be that it was their opening or introduction. Perhaps no man who can really speak well ever rose to address an audience without feeling a nervousness somewhat akin to stage fright. Experience extending over years and a long succession of brilliant successes do not seem to steel the orator against the fear of the beginning.

Although the nervousness is usually present, with different men it manifests itself in different ways. The opening sentences of some speakers are badly framed and worse delivered, often being little better than a jumble of phrases muttered in a voice scarcely audible to the speaker himself. With others there may not be such marked confusion, but there will be an unnatural quaver in the voice and a trembling of the hands that tell of the nervous strain the beginning of the speech imposes on the speaker. But, as a rule, all this is only temporary. As soon as the first few opening sentences have been delivered and the speaker has reached the firm ground upon which he is to build his arguments, self-possession is restored and the man is once more master of his words. He has found his feet and he marches on to the goal to which his thoughts direct him.

There is scarcely a member of the Canadian Parliament worth listening to whose nerves are not in evidence during the delivery of his opening sentence. Fear is certainly not one of Sir Richard Cartwright's faults, and yet, even when much younger and stronger, his hands would generally tremble as he rose to speak, often so violently that it was with difficulty he read his notes from the shaking sheet of paper he held before him. Sir Wilfrid—silver-tongued orator and veteran parliamentarian that he is—is not exempt from introductory nervousness. His opening sentences are sometimes so

involved as to be obscure and so hurriedly delivered as to make it exceedingly difficult to catch even the words he utters.

Like most men of clear-cut individuality, deep earnestness of purpose and independence of thought and expression, Mr. R. L. Borden, leader of the Opposition, has many peculiar mannerisms.

Although very noticeable and sometimes so odd as to be amusing, they are so natural to the man that they have come to be regarded by the House as part of his style and, on the whole, they do not detract from his effectiveness as a debater. When Mr. Borden entered Parliament in 1896 he came direct from the law courts, in which he had spent many busy and successful years, and for a session or two he spoke more like a lawyer than a parliamentarian. Often he seemed to forget that he was not wearing a gown, for now and then he would suddenly raise his shoulders, as lawyers often do in court when they feel their robes slipping down. It is when Mr. Borden is about to take up a new line of argument or is summing up his points before passing from a certain phase of the question under consideration that this mannerism is still most noticeable. Then the shoulders are raised and thrown back, the elbows are held close to the sides and the hands tightly closed; Mr. Borden seems to be gathering himself together and the physical attitude is no doubt

an outward expression of the mental concentration of the moment.

Few prominent members of the House make worse beginnings than does Mr. Borden, and in his case this does not seem to be due so much to nervousness as to a certain slowness in "getting away." He loiters a bit at the start, but once he is off he presents without further hesitation the arguments he has so thoroughly thought out and carefully arranged.

He frequently begins with his head bent down as if talking to someone concealed beneath his desk, and his voice is so low that it is doubtful if those sitting immediately around him are able to catch his words. In this manner two or three sentences are delivered and then suddenly the fine head, crowned with thick steel-grey curly locks, is tossed back, there is a gathering up of the shoulders, a pressing of the arms against the sides, and Mr. Borden has launched

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MR. R. L. BORDEN, LEADER OF THE OPPOSITION, ACCOMPANIED BY A FRIEND, ON HIS WAY TO THE HOUSE.



HON. WM. PATERSON, MINISTER OF CUSTOMS; HON. CHAS. HYMAN, MINISTER OF PUBLIC WORKS; HON. L. P. BRODEUR, MINISTER OF MARINE AND FISHERIES.

HEWERS OF WOOD

(Written specially for CANADIAN LIFE AND RESOURCES.)

A SPARKLING morning sky and the thermometer below zero. The crystal lights flash from every branch-tip of the pines, maples and swaying birches as the men tramp through the northern forest with riotous laughter and ceaseless chaff. It is the advance-guard of civilization. A startled deer crashes past the gang of markers who are busy with axes blazing the trees on the side on which they shall be made to fall.

An ominous shadow creeps over the tree as two sinewy fellows bring their keen cross-cut saw to work on the goodly straightness of it. With a silent satisfaction they see the quivering growth fall prostrate to the ground. A burly Scotchman in a red sweater chops measurements on the bark, and at it the two lumberjacks again perspiringly go, until the

allotted lengths are ready for the skidding gang. A team of horses plunges along with the fallen monarch dragging at the end of a logging chain. Two big sticks of balsam form the makeshift ladder up which the logs travel to the music of rattling links and squeaking pulleys until the skid is complete. So the pile rests in undisturbed silence for several weeks. At last hauling time is decreed, and day and night the teamsters hallo and yell at their great, strong beasts, until every log is dumped on the banks of the frozen lake. So the winter melts into spring; the ice breaks up; the torrents pour down from the hills; the snow is almost gone, and the giant sticks of timber are loosened from the dump and rolled down into the water.

On the edge of the lake lithe, active men jump from log to log with marvellous agility and courage. With long, iron-tipped poles they urge on the floating trunks. Down the lakes and rivers travel the wooden burdens, at first in a jostling host of units, afterwards in immense rafts, until the rip and clatter of the mills' machinery is heard, and one more instalment is added to the world's lumber mart.

It seems a simple story, bearing no great meaning to a work-a-day generation which carelessly thrusts its wood into the fire, sits on its wooden chairs, banquets at wooden tables, does business behind wooden counters and lies down to sleep in wooden chambers, without thought or enquiry about the origin of things.

But the horde of lumberjacks living deep in the Canadian wilds could voice some great ideas.

The foreman, a tall, quiet man, whose life-passion is for the cool, silent forest, could tell of grim wrestles with the powers of Nature, when men have fought like Trojans and come out breathless and bleeding but more than conquerors. The bushranger, who is quite a student of forestry, could speak of the dangerous ravages of foolishly-started bush fires and the wild slaughter of huge tracts of con-

iferous forest which, by wise and careful methods, might have produced a ceaseless revenue. The camp-clerk might relate stories of men who came from the cities with curses on their lips and despair in their souls, but who, environed by the healing influences of a calm, simple life, have gathered courage to hew for themselves the rough steps leading to the lumberman's throne. The blacksmith could narrate multitudes of pawky incidents calling for a swift ingenuity and adaptability to the

numerous mishaps of the day's work. The walking boss might speak of the expensive problem of supplies and the difficulties of supervision. The river-drivers could voice yarns of thrilling log-jams and wild nights in which men have given up their lives for duty or a friend.

More than a haze of romance hangs round the rude camp-buildings sprinkled over the great stretches of the forests. There is the true, strenuous life in all its crude greatness; the health and sweetness of mountain air; the re-

sourceful strength of mobile forces and the base of a nation's timber supplies.



A TYPICAL LUMBER CAMP, SHOWING THE COOK AND HIS STAFF ON PARADE.



LOOSENING THE DUMP AND ROLLING THE LOGS INTO THE RIVER.

(Continued on page 23)

ABOUT PEOPLE



THE PRIME MINISTER ON HIS WAY TO THE POLITICAL ARENA IN THE HOUSE OF COMMONS ON PARLIAMENT HILL.

office in the Eastern Departmental Block to the Parliament Buildings. Sometimes a colleague is with him, but often he is alone. Three o'clock finds him in his seat in the House ready to take up the proceedings of another sitting which may not terminate until night is far advanced.

Although for more than ten years Sir Wilfrid's broad shoulders have borne the weighty responsibilities of office, his figure is as erect as it was on that July day in 1896 when he was called by the Earl of Aberdeen to form a ministry. However, those busy and swiftly flying years have not passed without leaving their mark upon him. His hair is greyer and his face thinner, but time has not robbed his eyes of their piercing brightness nor his voice of its wonderful power. The lines of the face have deepened, and perhaps there is a trace of weariness and hardness in the expression, nor is this to be wondered at when one remembers how fierce is the political battle and that he who gives blows must expect to receive wounds.

Sixty-five years have passed since Sir Wilfrid first saw the light of day in the little village of St. Lin, Que., and during more than one-half of those years he has been travelling the thorny path of public life. When thirty years of age he was elected to the Legislative Assembly of Quebec for Drummond and Arthabaska, but three years later he resigned that seat and was returned to the House of Commons for the same constituency. The Hon. Alexander Mackenzie was then Prime Minister, and in 1877 he appointed the young member from Drummond and Arthabaska Minister of Inland Revenue, but when the new minister went back for re-election he was defeated. A vacancy was found for him in Quebec East and he has since sat for that division. With the exception of one brief absence, Sir Wilfrid has been a member of the House of Commons since 1874. During that third of a century he was for one year a subordinate minister; for a little more than twelve years a prominent lieutenant in the Opposition ranks; for nine years leader of the

SINCE Confederation the high but equally onerous position of Prime Minister of Canada has been occupied by seven men, four of whom have joined the great majority. The three living are Sir Wilfrid Laurier, who has been Prime Minister since July 11, 1896; Sir Mackenzie Bowell, one of the prominent members of the Senate, and Sir Charles Tupper, who is now enjoying the quiet of private life. Sir Wilfrid and Sir Mackenzie are the two still seen on Parliament Hill.

Shortly before the opening of each day's sitting of the House Sir Wilfrid may be seen walking from his



SIR MACKENZIE BOWELL HURRYING HOME AT THE CLOSE OF A SITTING OF THE SENATE.

Opposition and for ten and a-half years he has been Prime Minister.

The succession to the Premiership has twice been opened by death—when Sir John Macdonald died on June 6, 1891, and was succeeded by Sir John Abbott; and when Sir John Thompson died on December 12, 1894, and was succeeded by Sir Mackenzie Bowell, who is to-day the only federal ex-Prime Minister in public life. In years Sir Mackenzie is an old man, having been born in Suffolk, Eng., in 1823, but judged by his physical vigor, his mental alertness and his keen interest in life he is still young.

Like Sir Wilfrid Laurier he experienced one defeat at the polls, but in Sir Mackenzie's case it came at the very outset of his career. In 1863 he was a candidate in North Hastings for the Assembly of United Canada, but was unsuccessful. However, the electors of that riding subsequently made ample amends, for in 1867 they returned him to the first Dominion Parliament, and continued to re-elect him until he was called to the Senate in 1892. He served in the cabinets of the three great Conservative Johns—Macdonald, Abbott and Thompson—and was best known to the public in those days as Minister of Customs. He was Prime Minister from December 21, 1894, until April 27, 1896, and when his party went out of office in the following July he became leader of the Opposition in the Senate, a position from which he retired only a short time ago.

There are three ex-provincial Prime Ministers in the House of Commons—Mr. Fielding, Mr. Emmerson and Mr. Greenway. The provincial careers of the former two are overshadowed by their positions in the federal cabinet, but Mr. Greenway is best known as the ex-Prime Minister of Manitoba. Although a private member, he is regarded by the House as an exceedingly well-informed and equally zealous representative of the Canadian West. The Province of Manitoba was only eight years old when he went there from Ontario to begin farming on the prairie, and although he has led a busy public life he has never ceased to be a farmer. A common sight on the terrace before the Parliament Buildings on a spring day is that of Mr. Greenway

basking in the generous sunshine. Often he is alone, but if he has company his subject of conversation will almost invariably be the possibilities and the future of our own great Western country.

Mr. Greenway's first political contest when he sought election to the House of Commons in South Huron, ended in defeat, but he subsequently represented that riding from 1875 to 1878. He was born in Cornwall, England.



HON. THOMAS GREENWAY, M.P. FOR LISGAR, BASKING IN THE SPRING SUNSHINE ON PARLIAMENT HILL.

OUR POINT OF VIEW

THE New Year—1907—opens full of promise for Canada. During the last fifteen months the Dominion has enjoyed, along with the United States, unprecedented prosperity, and as far as human wisdom can predict, we seem to be still rather at the beginning than at the end of this fortunate period. There was no abnormal feature about the business of the country during 1906. Contrary to general opinion, we believe the crops of the entire Dominion will prove to have been a little under rather than above those of the previous year—our greatest agricultural season. In this we differed from the United States, whose crops generally last year were the best on record. Last year's prosperity was based on all round conditions—a general expansion in the field, the mine, the forest, the factory and the railway. That the commercial development of the country is only in its infancy we need not stay to prove. Compared with our future, the achievement of the present and the past will, in volume, seem insignificant. We have natural gifts to warrant the belief that in fifty years we shall see a commercial and industrial condition in this country of Canada not less than that which is the wonder of the world to-day in the United States.

PAUSING for a moment at this entrance into a new year in our history, we would set down three thoughts for consideration. The first is this: Whilst the trend of our commercial movement will be up, up, up, there will be occasional points of depression. They may be caused by events in the United States which must always greatly influence us—or foreign affairs may induce them or a too rapid development at home may bring a temporary check. They will be but momentary, and those who are well acquainted with Canadian conditions will correctly estimate them. But it is very necessary that both Canadians and those interested in Canada should be prepared for such a happening. Things Canadian are now so much in evidence in Great Britain—are so much boomed, that foolish people are being led to think of our country as something extra-human. And this brings us to our second point. The time is ripe for the coming of the 'fakir' into the foreign market to exploit worthless schemes, under the magic name *Canada*, upon a public largely in the pupilage stage about matters Canadian. They will appear as surely as night follows day. The name Cobalt will be used to extract much good gold from British pockets unless the timely warning of our Governor-General is taken to heart. Already some harm has been done. Every deluded investor in unprofitable Canadian enterprises is, perhaps, unreasonable, but not unnaturally, an unfriendly critic



EARL GREY

Whose speech on the future of Canada before the Canadian Club at Toronto was widely quoted in Great Britain.

MR. E. S. CLOUSTON
Manager Bank of Montreal

SENATOR L. J. FORGET

of the country in which the enterprise was situated. It cannot be said too often or too strongly and, therefore, we repeat what we said last month in this same editorial—look before you invest—enquire before you part with your money. Canada has the best investments in the world but *see that you get the best not the worthless*. And our last point is this, and we say it to our own people—*festina lente*—hasten slowly. Some of the soundest men, the cleverest men, the most successful men, those who have most at stake in Canada, have sounded a warning against rushing things, particularly in the West. We are an optimistic people, we believe in our future and we are pushing ahead with the energy of a young race, unfettered by tradition and without the sobering influence of a long experience. And our energy and our optimism are the most valuable assets we possess, but if they are tempered by caution they are ten times more powerful. Let the truth be told in simple terms—we are going too fast in some directions. The boom in town property throughout the West is harmful to the progress of the communities themselves and it is distracting and dangerous to those who are taking part in it. The farmer who buys town lots at an inflated price, retards the development of the centre upon which he depends for supplies, locks up money which would be much better employed in bringing into cultivation new land, and feeds the speculative fever which speedily gains a hold on human nature to the killing of the honest labor which is the only sure road to success. No one can seriously retard the commercial development of Canada but the Canadians. Nothing can damage our commercial development like a repetition of the black days which followed the boom in the West after the building of the Canadian Pacific. We need more and more European capital for the development of our railways, our mines, our factories and the varied resources which nature has stored here, and we can get all we want and more than is necessary if we show judgment and caution. Only those who have been in Great Britain recently can realize just how high Canada's reputation stands there at present. Canada is literally a name to conjure with. Let us look to it that we keep this name a synonym for solid enterprise and successful development. It is a matter which affects every single Canadian, not only in his pride but in his pocket. They do a service to the country, who, like Earl Grey, Mr. E. S. Clouston and Senator Forget, tell the people the truth. Our national reputation is so high, our prospects are so great, that it behoves every man to zealously guard the conduct of our people. It is in this spirit that we have written these lines.

OUR HISTORY IN STATUES

THE first name in Canadian history is that of Jacques Cartier. What happened in this great land before he first sailed up the St. Lawrence in 1534 we can conjecture only. It was he who brought Canada into the circle of the civilized world. Sailing from St. Malo on the twentieth of April in that year, this bold Breton sailor steered for Newfoundland, passed through the Straits of Belle Isle, entered the Baie des Chaleurs, planted a cross at Gaspé, and never doubting, as Parkman says, that he was on the high road to Cathay, advanced up the St. Lawrence as far as Anticosti. But the weather becoming threatening he could do little more than peer down that great river mouth. Snatching away two poor Indians as evidence of his discovery, he turned back with news of what he had seen. In the following year he sailed again with three ships, burning to extend his travels in this Great Unknown, and after a furious tempest once more passed through the Straits of Belle Isle and reached a small bay opposite the Island of Anticosti. Cartier called it the Bay of St. Lawrence, a name afterwards extended to the entire gulf and to the great river above. Feeling his way up the river in his tiny boat of a hundred and twenty tons—a mere tender to a modern liner—he came to the striking site of modern Quebec. There is something fascinating to us Canadians in reading of Cartier's first encounter with the Indians, who were the lords and masters of this wonderful country. The brilliant historian of Canada has given a striking description of Cartier's landing at Hochelaga:

"Just below where now are seen the quays and storehouses of Montreal, a thousand Indians thronged the shore, wild with delight, dancing, singing, crowding about the strangers and showering into the boats their gifts of maize and fish; and as it grew dark, fires lighted up the night, while far and near the French could see the excited savages leaping and rejoicing by the blaze."

On landing they were conducted to the Indian village. Cartier and his men came to a halt in a sort of open area or public square.

"Here Cartier and his followers stopped while the surrounding houses of bark disgorged their inmates—swarms of children, and young women and old, their infants in their arms. They crowded about the visitors, crying for delight, touching their beards, feeling their faces, and holding up the screeching infants to be touched in turn. The marvellous visitors, strange in hue, strange in attire, with moustached lip and bearded chin, with arquebuse, halberd, helmet and cuirass, seemed rather demigods than men."

"Due time having been allowed for this exuberance of feminine rapture, the warriors interposed,



STATUE OF JACQUES CARTIER IN THE PUBLIC SQUARE ST. HENRI, MONTREAL.



PORTRAIT OF JACQUES CARTIER

Which hangs in the town-hall of St. Malo. Although a modern work, it delineates well the bold, keen features of a man not likely to quail before the wrath of man or the elements.

banished the women and children to a distance, and squatted on the ground around the French, row within row of swarthy forms and eager faces, 'as if,' says Cartier, 'we were going to act a play.' Then appeared a troop of women, each bringing a mat, with which they carpeted the bare earth for the behoof of their guests. The latter being seated, the chief of the nation was borne before them on a deerskin by a number of his tribesmen, a bedridden old savage, paralyzed and helpless, squalid as the rest in his attire, and distinguished only by a fillet, inwrought with the dyed quills of the Canada porcupine, encircling his lank black hair. They placed him on the ground at Cartier's feet and made signs of welcome for him, while he pointed feebly to his powerless limbs, and implored the healing touch from the hand of the French chief. Cartier complied, and received in acknowledgment the red fillet of his grateful patient. Then from surrounding dwellings appeared a woeful throng, the sick, the lame, the blind, the maimed, the decrepit, brought or led forth and placed on the earth before the perplexed commander, 'as if,' he says, 'a god had come down to cure them.' His skill in medicine being far behind the emergency, he pronounced over his petitioners a portion of the Gospel of St. John, made the sign of the cross, and uttered a prayer, not for their bodies only, but for their miserable souls. Next he read the Passion of the Saviour, to which, though comprehending not a word, his audience listened with grave attention."

After a parley and an exchange of presents, the Frenchmen were conducted to the top of the mountain, which Cartier called *Mount Royal*—the Montreal of to-day.

"From the summit that noble prospect met his eye which at this day is the delight of tourists, but strangely changed, since, first of white men, the Breton voyager gazed upon it. Tower and dome and spire, congregated roofs, white sails and gliding steamer, animate its vast expanse with varied life. Cartier saw a different scene. East, west and south, the mantling forest was over all, and the broad blue ribbon of the great river glistened amid a realm of verdure. Beyond to the bounds of Mexico stretched a leafy desert, and the vast hive of industry, the mighty battle-ground of later centuries, lay sunk in savage torpor, wrapped in illimitable woods."

We have not space to quote further. The French returned to Quebec, suffered terrible hardships in the first winter spent by Europeans in Canada, and reached St. Malo on July 16th, 1536. Five years later the Breton captain again spread his canvas for New France and once more cast anchor under the frowning cliff of Quebec. The story of this last journey is not certainly known but from some cause it ended in comparative failure. He returned to France where his discoveries had gained for him a patent of nobility. In the seigniorial mansion of Limoilou, a rude structure enough, according to modern ideas, and in his house at St. Malo, the discoverer of Canada spent the remaining years of his life.



BUSY BERLIN—VIEW OF KING STREET, THE PRINCIPAL BUSINESS THOROUGHFARE OF THE TOWN, AND WHICH EXTENDS NORTHWARD TO WATERLOO

INDUSTRIAL TOWN LIFE

AS REPRESENTED BY BERLIN AND WATERLOO, A BUSY GERMAN HIVE IN THE HEART OF SOUTH-WESTERN ONTARIO

A PHASE of Canadian life that never fails to rouse one's pride and strengthen one's hopes, is that presented by the small industrial centres scattered throughout the eastern and central Provinces from the Atlantic to Lake Superior. In these factory towns, the aggregate of whose production forms a large proportion of the entire output of our manufactories, there is a happy blending of town and country life. The hum of industry fills the air, but the open fields are always within sight: there is profit for the capitalist, employment for the artisan and fresh air and blue sky for all. Neither in the residential nor in the industrial and commercial parts of these towns is there crowding; there are no narrow streets from which the sunshine and the breeze are shut out by towering buildings; no tenement houses in which people find shelter but never make homes, and if the grandeur and ostentations luxury of the city are wanting, so, too, are its hopeless poverty, its glaring vices and its shocking crimes. This phase of Canadian life is seen to best advantage in Ontario; in fact, it is one of the chief sources of pride of the banner Province that the enterprise and skill of her manufacturers and artisans are daily evidenced by the streamers of smoke poured forth from the tall chimneys of her towns and villages. Perhaps in no other part of the world is industrial life to be seen under conditions more favorable than those prevailing in these little Birminghams and Sheffields of Ontario.

A typical community of this class is that formed by the

twin towns of Berlin and Waterloo. This community possesses three features which stand out with attractive prominence—its central situation, its German population, and the variety and prosperity of its industries. A fourth may be added, being the natural result of the latter two, and that is the thrift of its people and the comfort in which they live.

Southwestern Ontario consists of a peninsula whose base is a line carried north from Toronto to the Georgian Bay. No other part of the Dominion of equal size is so populous, so rich and so busy. The fertility of its soil and the skill of its farmers cannot be excelled, and from one end to the other it is dotted with towns, almost every one of which is a humming hive of industry. Of this favored peninsula the towns of Berlin and Waterloo are practically the geographical centre, and through this centre from east to west passes the main line of one of our great railway systems, while branch lines radiate in many directions, forming parts of that network which so completely covers the older portions of Ontario.

The surrounding country, which forms the County of Waterloo, of which Berlin is the capital, is fine rolling farming land. The centre of such a district was bound to be a thrifty place, but not necessarily noted for its industries. It has no mineral wealth and no water-power of importance, the little branch of the Grand River flowing through the towns being an ornament rather than a utility. But in the character of its in-

habitants this centre possesses an asset which fully compensates for whatever advantage nature may have withheld. The people of Berlin and Waterloo have built up their towns and the great majority of them are of German extraction. The preponderance of this element and the common use of the German language make this centre somewhat unique in the life of Ontario. Although surrounded by the English, Scotch and Irish population of the Province, these people have preserved their language and the distinguishing characteristics of their race, and by their intelligence and industry, by the possession of all of those qualities that tend to success in life, have proved themselves a worthy offshoot of the great Teutonic family.

Shortly after the War of the American Revolution many of the inhabitants of Pennsylvania of Dutch and German extraction professing the Mennonite faith, desirous of retaining their British allegiance and fearing compulsory military service if they remained in their old homes, migrated to the Niagara peninsula.



SCENE IN VICTORIA PARK, ONE OF THE BEAUTY-SPOTS OF BUSY BERLIN

A few years later many pushed northward along the valley of the Grand River and became the pioneers of Waterloo county. It was in May, 1806, that the settlement that subsequently grew into the town of Berlin had its beginning, its founder having been Benjamin Eby, who was the chief religious and educational guide of the settlement, and who became in time a Mennonite Bishop. The settlement thrived; it became the centre of the surrounding country; soon the buzz of a sawmill was heard, a weaver set up his loom, a wheelwright opened his shop, a turner began making spindles for spinning-wheels. And so busy Berlin began its industrial career. The settlement overflowed to the north and Waterloo sprang up.

Since that day of small things a century has passed. The surrounding forest has given way to meadows and orchards, the sandy road on which stood Bishop Eby's log church is to-day a city-like street lined with banks, offices and commercial houses, and along which electric cars rattle by night and day. But Berlin is German still. The signboards bear long German names



A BRANCH OF THE GRAND RIVER FLOWING THROUGH VICTORIA PARK, BERLIN

that look so odd to the English eye and prove such stumbling blocks to the English tongue. Everywhere one hears the German speech mingled, of course, with the English, for it is a bilingual community. In the public schools English prevails, but German is taught, and in some remote parts of the country there are old residents whose only speech is that of the Fatherland. A monument to Kaiser William I. in Victoria Park further emphasizes the German element in the life of the town. There are twenty churches in the town, most of which represent some form of the Mennonite or the Lutheran faith.

Berlin is a city in embryo, and although its population is not large—nearly 12,000—what is lacking in numbers is made up in activity. Those twelve thousand people possess property of an assessed value of \$5,000,000; they own and operate 75 manufactories employing 4,000 hands; their customs-house collects annually \$200,000; five banks transact their financial affairs; they have 16 miles of cement walks, a municipal water system, a municipal light and power plant that cost \$295,000, and a model sewerage system comprising 19 miles of sewers and 50 acres of a sewerage farm.

The public and separate schools number six, and there are besides a collegiate institute, one classical and one business college, an auditorium capable of seating 5,000 persons, three hospitals, three public parks, a free public library containing 8,367

(Continued on page 27.)



TYPICAL HOMES OF THE PROSPEROUS CITIZENS OF BUSY BERLIN.



MIDWINTER ON AN EDMONTON FARM—FARMERS IN THE EDMONTON DISTRICT RAISE THEIR TRIM CATTLE PRACTICALLY WITHOUT COST. GROWING STOCK DO NOT REQUIRE STABLING IN WINTER AND THE STRAW FROM THE GRAIN CROP AFFORDS ABOUT ALL THE FEED THEY REQUIRE.

NOTES OF THE WEST

A NEW venture in swift water navigation will be undertaken in the Yukon next summer, when Captains George H. McMaster and T. W. Jackman, who have chartered the steamer "La France" from the White Pass Company, will engage in freight and passenger business on Forty-mile and other streams tributary to the Yukon below Dawson.

Forty-mile River has not yet been navigated by a steamer. There are many difficulties in the way of getting a large boat up the stream, which is rapid all the way and takes part of its course through a canyon, with straight drops in places. "La France" has powerful engines, and with an equipment of capstans and cables the navigators expect to get as far up as Steele Creek. The steamer, it is expected, will also make trips up the Stewart, Pelly and McMullan rivers.

Portage la Prairie, Man., is to be a divisional point on the western line of the Canadian Northern Railway. It is also the base of supply for construction work on the prairie section of the Grand Trunk Pacific Railway. Portage la Prairie is now a town, but application is to be made for a city charter.

The Canadian Pacific Railway Company are pushing operations east of Saskatoon and taking all necessary steps to be in an advanced position for the lines west early in 1907. The first decision to put in a pile bridge at Saskatoon has been abandoned and work will shortly be started upon a permanent concrete steel structure. The work will be pushed all through the winter. The extra cost of heating concrete and putting frost protection on piers will be less than that of the putting in of a

temporary pile bridge. The new permanent structure, it is confidently stated, will be ready for use by May 1, 1907.

The people of Calgary claim that their town is the "logical manufacturing and distributing centre of the Great Middle West." It certainly has many and great advantages and that they are being taken advantage of is shown by the steady and exceedingly substantial growth of the city. Among other ways this is shown by the increase of its population which is now estimated to be more than 17,000. The revised returns of the Dominion census enumerators give a population of 14,200. Since that census was taken there has been a

According to the story current in the West, the presence of oil in that part of the Province and the commercial value of the discovery are due to a Mormon, William Aldrich, who conceived the idea of building a ditch 150 feet long close to the bank of Oil Creek. Regularly the boys of the family would divert the water from the creek and flush the ditch, with the result that the oil would be worked down into a pit at the lower end. This product of perhaps the most primitive oil refinery in the world was sold to the surrounding ranchers for \$1 a gallon, and the Mormon made a good livelihood. He also brought the wonderful oil wells which lay beneath his little ditch to the attention of the commercial world.



HUDSON'S RAY COMPANY'S FLOUR-MILL AT VERMILION, ON THE PEACE RIVER, 750 MILES NORTH OF CANADA'S SOUTHERN BOUNDARY. THE ROLLER PROCESS IS USED; THE MILL HAS A CAPACITY OF 50 BARRELS A DAY, AND ONLY WHEAT GROWN IN THAT LOCALITY IS USED.

considerable increase which with the population of the suburbs, and they really form parts of Calgary as a commercial centre, make a total exceeding 17,000. "And the best feature of Calgary's wonderful growth is that it is solid."

The early development of the oil fields of Southern Alberta seems now assured, and the enterprise promises satisfactory profits.

Mr. Alex. Macdonald, widely known throughout the West as the Gold King of the Yukon, recently visited Ottawa on business. During his journey eastward he was interviewed respecting the prospects of the gold mines of the North. He expressed the opinion that they were far from being exhausted.

Mr. Macdonald is a native of Antigonish, N.S., having first left Nova Scotia to engage in silver mining in Colorado. He went to the Yukon in 1894 and has been a resident of that district ever since. He

carried on extensive operations and still holds about seventy claims. The success of his operations earned for him the title of the Gold King.

"Are the gold fields of the Yukon likely to yield large quantities of gold in the future?" he was asked by a correspondent.

"There is ten times as much gold in the gold-bearing country as has ever been taken out," he at once replied. "The possibili-

ties of the country can scarcely be overestimated, and there are bound to be very great developments in the future."

"Are the conditions under which mining operations are carried on in the country satisfactory to the operators?" he was asked.

"They are, if not absolutely and wholly, yet fairly satisfactory to us. We have been fortunate in having exceptionally competent men in charge of the affairs of the Yukon in the past, and the regulations have been amended from time to time as the necessities of the case required and as the defects of existing regulations were made apparent."

Speaking of the marked growth seen throughout the Canadian West, Mr. Macdonald said:

"I observe that there is a great deal of rivalry between the growing cities of the new Provinces. This is a good sign and will have good results in the future developments. It was such rivalry which contributed to the building up of many of the great cities and towns of the United States, and the same rivalry will aid in the building of the towns and cities of Canada. The fact, however, is that there is room in the country for many large towns and cities. Prince Albert will be a large city; Saskatoon will be a large city, so will Calgary, so will Edmonton, and so will many others. Nothing can ever rob Winnipeg of its supremacy in this regard, however. It will be the Queen City of the West—the Canadian Chicago, as it has been so often termed."

The feasibility of the Hudson's Bay as a grain shipping route from the Canadian West was recently discussed by Mr. James W. Tyrrell, whose splendid record on the Dominion geological and topographical survey is well known. In discussing this subject Mr. Tyrrell explained that he had been sent out on two different occasions by the Government to study the question of navigation on Hudson's Bay and through the Hudson's Strait. Again, during the past summer, Mr. Tyrrell was on the Bay in a private capacity. When at the mouth of the Churchill River he made a complete chart of the harbor with a view to making it a railway terminus. There was, he thought, absolutely no question about the project of shipping grain from the Bay to Great Britain being feasible. The only really excellent harbor on the coast was that at the mouth of the Churchill River. He had surveyed the whole coast down to the mouth of the Nelson River, including the so-called harbor at York. The mouth of the Nelson River was some years ago, said Mr. Tyrrell, considered to be the most likely railway terminal on the west coast of the Bay, but it had now been found to be out of the question. Vessels had to anchor thirty miles from the shore and to notify people at York factory of their arrival by means of sky-rockets.

Twenty one years ago he was sent out with the Gordon expedition to watch the conditions of ice-formation during the whole year. On that occasion Mr. Tyrrell spent 18 months in the Hudson's Straits. From his observations made at that time and subsequently—he had been five times on the Bay—he was convinced that the Straits were navigable for five months of the year, or from July to November inclusive. During November thin ice would form in the Straits, but such ice as would form in November would not be a serious obstruction to large vessels. They would be able to steam right through it with ease.

Major Creighton, the Western immigra-

tion officer of the Salvation Army in Winnipeg, is already making arrangements for the handling of English colonists who will arrive next spring in the Canadian West. The chief work which will occupy his time during the next few months will be the receiving and classification of the applications from Western farmers who desire to secure help for the year 1907.

"We are asking," said Major Creighton, "that farmers who will want farm help next year should enter into correspondence with us at as early a date as possible. No farmer who applies to us for help is required to accept our help when it is sent. It will be difficult to furnish all the help required next year, and we say to the farmers, if they have the opportunity to get a man, to take him even if they have an application with us. All we ask in that case is that they should at once notify us that the place is supplied. By our arrangement the far-



A LAND OF PLENTY—EVIDENCES OF THE PROLIFIC YIELD OF POTATOES ON A PRAIRIE FARM.

mer has our extra chance of getting assistance. We do not ask him to give up his own efforts to secure assistance. What we suggest is that he use all his own endeavors and if he fails then we will supply him.

Our plans at present contemplate the sending of men to all points in Manitoba, Saskatchewan and Alberta. The people of British Columbia are asking and pressing very strongly for a portion of our people from England and we would be very glad to meet this demand. The railway fare to the Pacific coast is prohibitive, however, and unless there are important concessions made by the railway companies it is next to impossible to do any immigration work for the Far West.

What we now require is the applications from the farmers who want help from us in the spring of next year."

The citizens of Olds, Alberta, have organized a Ten Thousand Club, whose purpose is to secure for their town a population of 10,000 at least in or before the year 1910. "See Olds First" is their watchword and the attractions they hold out to settlers are good roads, fertile land, coal, timber and free building stone. Olds is certainly alive.

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Mannerisms of Parliamentarians

(Continued from page 13)

into the current of his speech. One remarkable and sometimes amusing mannerism practised by Mr. Borden again and again from the opening to the closing of his address, is the seemingly unconscious attention given to the arranging of little objects on his desk. Without interrupting the current of his thoughts or the flow of his words he will carefully adjust every sheet of paper that lays before him. Again and again his hands will return to the sheets, arranging them in a neat little pile, or the glass of water will be moved from one corner of the desk-top to another, to be returned a few minutes later to the spot on which at first it stood. His eye-glasses will be carefully placed in their case and deposited on the desk; then they will be moved to another spot and the papers piled where the glasses had been. And thus the arranging and re-arranging will go on, while at the same time Mr. Borden may be addressing the House with great force and earnestness, attacking the administration or analyzing the legal features of an objectionable bill.

Across the floor of the House sits a man who with respect to manner, style of speech and general mental make-up is the antithesis of Mr. Borden, and their differences are rendered all the more conspicuous by the partizan gulf that lies between them. This man is the Hon. William Paterson, Minister of Customs. His hair and beard were steel-grey when he took office in 1896. The ten years that have since flown have whitened both, but the vigor of the man has not abated, and to-day his step is as elastic, his bearing as jaunty and his voice as stentorian as when he sat in the cool but not particularly refreshing shades of Opposition.

Mr. Paterson is the loudest speaker in the House, so that there was a fitness in the name "Almighty Voice" which the late Mr. Davin applied to him, it being the name of a Western Indian who, during the opening year of the Liberal regime, met death in a fight with the Mounted Police.

Mr. Paterson is one of the few for whom the beginning of a speech has no terror. He simply rises, catches the Speaker's eye and goes ahead. He is by nature and practice a most genial man. His face is fairly wreathed in Santa Claus-like smiles when in rolling tones that reach the remotest corner of the spacious chamber he tells how trade has flourished since he and his friends took office, and when he drops into solemn bass and lectures the Opposition for their misdeeds of the past and their political heresies of the present, he does it "more in sorrow than in anger."

Mr. Paterson is one of the few members who frequently wear top hats, but he never brings his into the chamber. Instead of the dignified "topper" he often wears when seated at his desk a small and exceedingly undignified tweed cap, which seems merely to perch on his white head. When listening to the debate or idly passing the weary hours of a long sitting, it is his practice to slip down in his big arm chair until he is in almost a reclining position. The discussion may be on matters of trade and tariff, and when the time comes for the Minister of Customs to speak he gathers himself up with something of an india rubber elasticity, off comes the little cap, the long right arm is thrust out towards the Opposition and Mr. Paterson



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begins just where his first thoughts direct him. No words are wasted on a faltering introduction, but he proceeds at once to hammer at the criticisms or the arguments of his opponents.

Trade returns and customs receipts running up into hundreds of millions of dollars he quotes from memory, and nothing appears to give him greater pleasure than to trumpet out these growing statistics. Then dropping into a hoarse stage-like whisper, louder than most men's ordinary tones, he frowns reproachfully and asks gentlemen opposite what they have to say to that. Often he is answered by ironical cries of "Louder! Louder!" and in the laughter that follows he sometimes has to join. Neither introduction nor peroration troubles Mr. Paterson.

Hewers of Wood

(Continued from page 14)

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THE TREND OF THE MARKETS

DURING 1906

The following tabulated statement shows the opening, low, high and closing prices of the principal Canadian stocks and bonds during last year, accompanied with the prices prevailing throughout 1905:

Stocks—	—1906—				—1905—		
	Open	Low	High	Close	Low	High	Close
Can. Pacific.....	175¾	158	201	191¼	131¼	*177	175
Do. new.....	158	154	200	....	....	....	....
Street Railway—							
Montreal.....	*230½	**212½	284	**225	212	240½	232½
Toronto.....	104¾	104¾	*125½	112¾	103	112¼	106
Winnipeg.....	190	178¾	190	*180	*114¼	192½	180
Industrials—							
Can. Col. Cot.....	45	45	60	53½	38	45	45
Dom. Textile.....	102¼	98	109½	*99½	80	105	*102
Dom. Iron.....	26	20½	34¼	24¾	16¾	28½	27½
Do. pref.....	75	63	83½	65	58¼	77	75½
L. of the Woods M...	89	89	100	90	90	118	90
Do. pref.....	112	108	118	107	100	127½	113
Laurentide.....	90	89½	107	93	80	97½	90
Do. pref.....	101	101	114	104	101	108½	101
Mont. Cotton.....	127	122	134	130	97	*134	130
N. S. Steel.....	66¼	59½	74½	71	61¾	69½	66
Do. pref.....	118	118	125	....	109¾	122	122
Ogilvie pref.....	128	123	130	124	124½	140	130
Public Utilities—							
Mont. Power.....	88½	88	99½	91	77½	95½	89
Mines—							
Dom. Coal.....	78	58	84½	65	59½	87	78
Do. pref.....	120	113	122	115	114	119	119
Int. Coal.....	85	80	90	90	....	80	87
Nipissing Mines.....	26½	26½	12	12	....	....	....
Miscellaneous—							
Loan and Mort.....	136	133¼	133	126	....	135	135
Richelieu.....	69¼	69¼	85	82	61½	77¼	70

Banks—	—1906—				—1905—		
	Open	Low	High	Close	Low	High	Close
Montreal.....	255	253	261	255	250	261½	256
B. N. America.....	141½	141	146¾	145	135	140	140
Commerce.....	170	170	190½	176	157½	176	170
Eastern Townships..	160½	160	165¼	*161	160	169¾	165
Hochelaga.....	144	144	163	159½	132½	143½	143½
Imperial.....	227¾	227¾	254½	....	230	242	226
Merchants.....	160½	160½	*175½	170	160	172½	160¼
Molsons.....	227	**211½	230	**205	220	232	225
Molsons, new stock..	207	204	208	205½	....	....	....
National.....	121	121	121	....	....	....	....
Nova Scotia.....	279½	273	297½	291¾	261¼	285	274
Ottawa.....	227	224	227	....	210¼	220	220
Quebec.....	139½	139½	145½	140	127½	143	140
Royal.....	235	222	247½	241¾	209¼	225	220
Sovereign.....	135¼	134	155¼	134½	132½	132½	132½
Standard.....	247¼	231	247¼	....	....	....	....
Toronto.....	234¼	224	250	232	226	247	235
Union.....	143¼	143¼	158	154	139½	147¼	140
Bonds—							
Col. Cotton.....	95	95	98	97	....	....	....
Dom. Cotton.....	100	96	100	97	90	95	95
Dom. Coal.....	101	97½	102½	99½	98¾	102½	100
Dom. Iron.....	x83	78½	87	x79	79¾	87¾	x83½
L. of the Woods M...	110	108½	112	107	108½	113½	x107
Montreal Street.....	104½	103	105¼	103	102½	106	103
N. S. Steel.....	108	106½	100¾	108½	105½	111	109
N. S. Steel com.....	t100	99	103	100	113¼	....	....
Ogilvie Co.....	118	115	118	118	117	117	117
Winnipeg.....	108	105¾	110	110	104½	110	110

*Ex dividend, xEx coupon.

**Ex rights, tAnd interest.

The month just passed was characterized by several interesting happenings. Perhaps the most interesting was the slump in Cobalt mining shares,

The Slump in Cobalt Stocks

which was inaugurated a little before the announcement by the Guggenheims of New York that they had thrown over their option on the famous Nipissing mines after making one of the four payments to which they had bound themselves. As these wealthy and experienced mining men faced an apparent loss of some \$1,700,000 rather than carry through their original undertaking, it was natural that many people who had invested in the stock they threw over, or in other Cobalt stocks, should become frightened and semi-panicked. Though one result of the lapsing of the Guggenheim option, and of the consequent collapse in the speculation, was to cast doubts upon the value of the mining field, there is hardly any question but that it was high time for a development of that kind. Though many who could ill afford it lost heavily by the declines, and though many intending investors were scared away, it is not to be thought that the development of the good mines of the district will be retarded by the occurrence. All those that can show legitimate prospects of success will have little difficulty in getting what capital they need to carry on development. If the Guggenheims or other American capitalists choose to withdraw, Canada can supply the necessary capital. The recent decision of the Bank of Montreal to erect a substantial building for its new Cobalt branch shows that our best informed financiers regard the place as being more or less permanently established. The Bank of Commerce and the Imperial Bank, which were the first to enter the field, evidently have the same opinion. Another evidence of the ability of Canada to finance the Cobalt proposition, if necessary, without American help, is furnished by the successful tender of the Canadian company for the bed of Cobalt Lake at \$1,085,000. This syndicate is no coterie of half-a-dozen rich men, but consists of over 600 subscribers, each subscribing a moderate amount.

While the Cobalt excitement was at its heat, stock speculators and investors, particularly those interested in the securities of the Dominion Steel and Dominion Coal companies, underwent some trepidation over the family quarrel that broke out about the coal contract. At one time this dispute seemed to threaten serious consequences to the industrial situation in Nova Scotia. The spectacle was seen of several of the most prominent business men engaged in an angry controversy, in which personal feelings evidently had some play. So important was the crisis thought to be, with its implied stoppage of the iron and steel plants for want of fuel, that the Finance Minister, Hon. W. S. Fielding, was moved to mention it almost at the begin-

ning of his budget speech, along with a plain intimation that if the parties to the quarrel did not patch it up speedily the Dominion Government would probably intervene and force a settlement. This it had a perfect right (morally) to do, since it had from the beginning showered favors on the two companies in the way of bounties and special protection. By threatening to withhold them for the future it could presumably soon bring the disputants to terms. It should be mentioned here that the Federal Government has apparently a greater hold over the Steel Company than over the Coal Company. The former is more dependent upon the bounties and the duties. The Coal Company would not suffer so very much if the duty on soft coal were thrown off, particularly if, as might quite likely happen in that event, the United States also revoked its coal duty. It is more than probable that the Coal Company's independent position in this respect and in respect to its finances, enabled its president, Mr. Ross, to stand out until he had exacted for his company terms far more advantageous, temporarily at least, than it had enjoyed before. There is a valuable lesson here for all who care to read it. Sometimes it pays exceedingly well to be independent of favors and independent financially. However, everybody who had the country's interests at heart rejoiced that the deadlock had been ended. There will not be too much disposition to split hairs in arguing as to which got the big end of the deal.

Apart from the special causes which produced unrest among the holders of the particular securities mentioned, it seems something of a general nature has caused the bulk of the active securities traded in to droop somewhat during the closing month of the year. What that something is nearly all financiers know. It is the world-wide strain on money. With call loan rates in Wall Street on a parity with the much advertised rates of the Montreal private loan sharks, with the rate of the Imperial Bank of Germany at 7 per cent and with the Bank of England rate at 6, and with 7 threatened, the evidences of that strain are tolerably plain to all. It is natural that securities in the several markets should have hard work to stand, notwithstanding the great prosperity that prevails. Here in Canada conditions are much like they are in the United States. Everywhere industry and trade are active and prices rising. The call which the mercantile and industrial classes make for bank accommodation is imperative and cannot be denied. In Canada no bank seeks to deny it. But in New York there are several of the most powerful institutions, controlled by stock market interests, that have been straining every nerve since the stringency started to see the mercantile operations financed without permitting the stock speculators to be unduly embarrassed.

The Merchants Bank OF CANADA

ESTABLISHED 1864

CAPITAL, PAID-UP - - - \$6,000,000
RESERVE FUND & UNDIVIDED PROFITS - - - \$3,674,000

President, SIR H. MONTAGU ALLAN, Kt.

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Berlin	Renfrew	Russell
Bothwell	Stratford	Shoal Lake
Brampton	St. George	Souris
Chatham	St. Thomas	Winnipeg
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Eganville	Walkerton	Camrose
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Elgin	West Lorne	Daysland
Finch	Westport	Edmonton
Formosa (sub)	Wheatley	Ft. Saskatchewan
Fort William	Williamstown sub	Lacombe
Galt	Windsor	Leduc
Gananoque	Yarker	Medicine Hat
Georgetown		Olds
Glencoe	QUEBEC	Red Deer
Gore Bay	Beauharnois	Sedgwick
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Hamilton	Montreal	Vegreville
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Hespeler	1255 St Cath St E	
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Kincardine	1086 St Law St	WAN
Kingston	Town of St. Louis	Arcola
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Leamington	Shawville	Maple Creek
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London	St. Jerome	Gainsboro (sub)
Lucan	St. Johns	
Markdale		BRITISH
Meaford	MANITOBA	COLUMBIA
Mildmay	Brandon	Vancouver
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Paid-up Capital, \$10,000,000

Rest, \$5,000,000

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measures fully up to this high ideal.

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Assets over

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Waterloo Mutual Fire Insurance Co.

ESTABLISHED IN 1863

HEAD OFFICE, - - - WATERLOO, Ontario

Total Assets 31st December, 1905, - - \$514,000.00

Policies in force in Western Ontario over - - 30,000.00

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"I" said
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General Notes

THE recent rise in the price of the shares of the Hudson's Bay Company has caused the affairs of that great and historic corporation to be very widely discussed in Great Britain, where, of course, the shares are held principally and most largely dealt in. When the price reached £100 (for a £10 share) there were many, even well acquainted with Canadian conditions, who thought that the intrinsic value had been reached, but in the third week in November the sensational figure of 127 was reached. An interesting correspondence took place in the *London Times* upon the prospective value of the company's property. Two of the letters printed seem to us to state with knowledge, moderation and considerable force the opposing opinions of the London Stock Exchange as to the future prospects of the company. Our own opinion inclines to that of "Anglo-Canadian" rather than that of Mr. Macnicoll, for we believe the price realized for the farm lands will prove to be nearer \$20 than \$10.

The following are the letters which appeared in the *Times* on the 19th and 22nd of November respectively.

SIR,—Surely the shares of the Hudson's Bay Company are high enough now. When the £10 share has risen to 127 it is surely time to ask what justification there may be for such an immense premium. The company has three sources of revenue—land sales, fur sales and the results of a general trade. Manifestly the first and, to a large extent, the second are in the nature of a wasting security. One day the land will all be sold and the numbers of fur-bearing animals so reduced that the trade must suffer. The company will then be left with its general trade, which is bound to encounter severe competition, and though the turnover may be larger, the proportionate profit is not likely to increase. The prosperity of Canada, too, in the nature of things, will not be uninterrupted. A large part of the activity in the North-West is due to railway construction, which will leave the Dominion with three rival transcontinental lines; not too many in good times, perhaps, but in bad times will increase the depression by inevitable competition, rate-cutting and unprofitable trading. If the Hudson's Bay shareholders are looking forward to a large and steady improvement in general trade to justify the premium on their shares they are very sanguine.

But, I shall be told, it is to the land sales they are looking. The land sales are to furnish revenue to wipe out the premium before the stock of land is exhausted. Now, to justify this premium, a present purchaser is entitled to expect a return of 4 per cent on his capital and an annual bonus sufficient to extinguish the premium while there is still land to sell. This means that the company should distribute more than £500,000 in interest and a handsome bonus besides. Does anything in the past history of the company justify such an anticipation? Of their land the company have already sold 1,500,000 acres, and they have never distributed more than £400,000. In all probability they have about 5,000,000 acres of good land remaining. Of this amount 1,500,000 has to be retained against the £10 per share unredeemed. This land must be steadily sold if the dividends are to be maintained, and if the shareholders do not look out they will find all the land passing from their hands and not more than perhaps £6 a share returned to them in any year.

Of course there may be an unexpected rise in the value of the land before it is all disposed of, but this is a speculative possibility. The tendency to push up abnormally the value of land shares is always with us. Thirty odd years ago the Canada Company paid back £24 on their £25 shares, and the £1 share was quoted and dealt in freely over 100. It is now worth between £35 and £40, and it may be safely said that it was never really worth £100. The Hudson's Bay shares are a splendid property, but I should not care to hold them at the market price.

Yours truly, A. N. MACNICOLL.

SIR,—It is not, I think, difficult to find good reason for regarding the views in Mr. Macnicoll's letter in your issue of the 19th inst. as unduly pessimistic. It is, of course, natural—especially to the conservative mind of the better class of stock-broker—to regard sensational alterations in the market value of any security or group of securities



About your hair Ladies

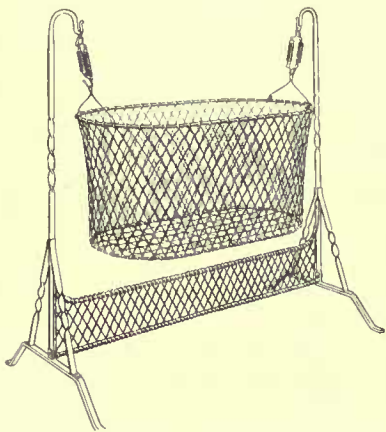
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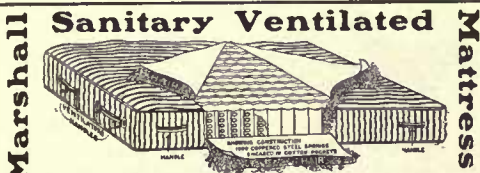


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with misgiving, and to question whether the practically uninterrupted and (recently) rapid rise which Hudson Bay shares have experienced is not due more to skilfully stimulated speculation than to real investment. Such scepticism would, in nine cases out of ten, be justified, but in the present instance, however, I think that the investor or those who have bought Hudson Bays to keep will not find their faith misplaced, and that, in the words of Lord Strathcona at the last meeting, the shares "will be good investment for our children, our grandchildren and those who may come after them."

The undertaking is of a dual character and now derives about £190,000 of its profits annually from the sale of furs collected at its trading depots (they used to be forts) and from the result of its store trade. The stores, originally established to supply its employees and to facilitate barter with the Indian trappers, have in many cases naturally developed a valuable general trade with the immigrants now constituting the inhabitants of the Canadian North-West. I see no reason why it should be assumed that either of these sources of revenue should die out; on the contrary, they should increase. Furs are mostly collected in Athabasca and other districts too far north to be affected by the increase in the population of the wheat belt for many years to come. The supply may not, and probably will not increase, but the prices obtained, for that reason alone, may be expected to continue to rise.

As to the stores, of course there will be competition; but why assume that this *per se* will render the company's trade in supplies unprofitable? There will be room for competition, and for other store traders, but I have yet to learn that a good name, an old establishment and plenty of capital are adverse factors in this or any other business.

Now, as to the company's land. This may be taken in round figures as 5½ million acres unsold at the close of the company's last fiscal year. It is practically all situated in the wheat belt between Winnipeg on the east and Edmonton, etc., on the west. Allow half a million of this to be bad land — i.e., worthless from the point of view of the wheat grower—is it possible to estimate its value now or in the near future? I think it is. The American States of Montana, North Dakota and South Dakota lie immediately to the south of the Dominion boundary, and two recent visits to Canada and conversation with many of the American farmers who have emigrated from those States to Canada, confirm my opinion that a present average value per acre of \$10, with a probable increase in the next few years to \$20, \$30 or even \$50, is a reasonable estimate. The farming and climatic conditions are practically the same on both sides of the frontier, but the ordinary wheat farm in Dakota at this moment easily sells at \$50 to \$120 per acre. Of course, railway facilities in the United States are better than in Canada, eight miles being the average distance from a railway in North Dakota, but this disadvantage as regards Canada is rapidly being done away with, as a recent able article in your *Commercial Supplement* showed. Against this I may mention that the average yield of wheat per acre in Dakota is about 11 bushels, against 19 bushels per acre in Manitoba. No wonder, then, that the American farmer "treks," as he is doing in thousands, if he can sell his present farm at \$350 per acre and upwards, and can acquire better and virgin land in Canada for a tenth part of the price. I should sum up, therefore, as follows:

Capital value of fur and store trade	£4,000,000
Farm lands at \$10 per acre	10,000,000
Town sites	1,500,000
Instalments due to company on account	
lands already sold	1,000,000
	<hr/>
	£16,500,000

or say £165 per share, and this does not allow for any future appreciation.

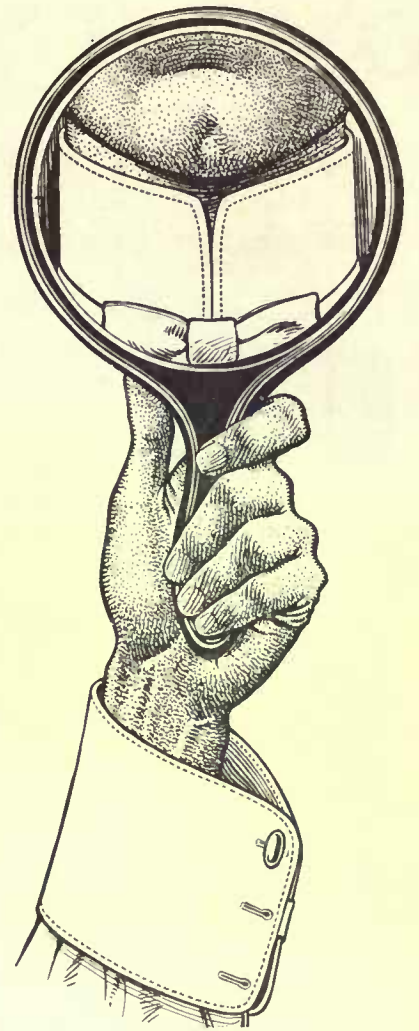
I am, yours truly,
ANGLO-CANADIAN.

Industrial Town Life

(Continued from page 19)

volumes, three art and musical organizations and an institute for the cure of stammering.

It is not only the size and prosperity of Berlin's manufactories that make the town celebrated, but it is also their great variety. They cover so wide a range that they practically represent the entire industrial life of the Dominion. For instance, among the products of busy Berlin are leather and leather goods, felt, furniture, pianos, buttons, rubber goods, bicycles, electrical supplies, boilers and furnaces, brick and cement, clothing, combs and novelties,



IN Spring, '03, our new factory building was finished. By the following June the machinery was installed and in running order; a new plant, the most up-to-date and complete on this continent. That was three years ago. In that time we have made a place for ourselves among Canadian manufacturers, to be depended upon, and reckoned with, for the best

Collars and Cuffs

in Canada, and we point with pride to our position in the craft "above all others."



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Jaywing - - - 15c. each, 2 for 25c.
Thirty-two - - - 20c. each, 3 for 50c.

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Men's St. Clair Boot

Light, Neat and Comfortable.
Duck protected foot. Rolled edge.



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Duck bottom with solid heel.
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shirts and collars, boxes, wood-working machinery, confectionery and beet-root sugar. To exhaust the list one would have to write an industrial directory. Berlin claims to be the first Canadian town to manufacture white granulated sugar from beets, the first to manufacture clocks and the first to make dry electric batteries.

Both the industries and the people of Berlin are well housed. Everything is substantial and comfortable, and most of the residential section is beautiful. Brick—usually light drab in color—is the common building material, and where brick is not used cut stone takes its place. There are no wooden buildings; nothing temporary or inflammable. Its people are homeowners, not tenants, and this is another evidence of the thrift of its German population, another reason why its artisans are so contented and its industries so flourishing. They have a "stake" in their town, all classes of whose population work harmoniously for its prosperity.

Waterloo and Berlin join hands and the main street of the one is a continuation of the main street of the other. Waterloo has a population of 4,200 and an assessment roll of \$1,920,800. It is an incorporated town, owning its water system and its electric light plant. It contains a collegiate institute, a free Carnegie library, one public and one separate school, a technical school and many churches.

The feature of its financial life is its insurance business. No other town in the world of equal size, it is claimed, contains the head-offices of so many insurance companies. Because of this it is sometimes called the "Hartford of Canada." Two life companies and three fire companies are located here, and the field of operation of some of them is as wide as the Dominion and the volume of their business places them in the front rank of such institutions.

The features of its industrial life are the manufacturing of high-class furniture for homes, offices, churches and schools, upholstering carried on very extensively, the manufacturing of buttons of all sorts, and of threshing machines and other agricultural implements.

As in Berlin, the backbone of Waterloo is German, and on every hand is seen evidence of the same thrift and love of order, the same spirit of home-building, the same air of contentment and comfort so conspicuous in the larger town.

Considering their numbers, the people of Berlin and Waterloo are entitled, if not to the first place, certainly to a place in the first rank of the industrial army of Canada. Whatever they have undertaken has been well done and the success that has come to them has not resulted from happy chance or precarious speculation, but from well directed effort unflinchingly persisted in, with that patience and perseverance that seldom fails to win, and which are so characteristic of the race from which they have sprung.



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No Grit No Acid

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About ourselves

WITH this issue of CANADIAN LIFE AND RESOURCES we open a new volume, the fifth of our series, and at the outset we desire to extend to our readers our sincere wish that the New Year may be a prosperous and happy one to them all. It is very encouraging to us that those readers are considerably more numerous than they were when the Old Year came in. Those who were reading CANADIAN LIFE AND RESOURCES in January, 1906, are doing so still, and they have been joined by thousands of others scattered throughout Canada, Great Britain and parts of the United States. This is an assurance that our efforts to interest and serve the reading public have not been without success. During the twelve months upon which we are now entering we hope to make that success more marked by keeping our old friends and making many new ones.

The dominant feature of Canadian life to-day is the rapid and ever-widening settlement of our Great West, where is being built up a new Canada upon whose successful development so largely depends the future of the entire Dominion. From time to time we have described various features of that remarkable development. In the present issue is given a clear and succinct account of the settlement of the West from the turning of the first sod by the first permanent white settler to the arrival of the last immigrant this season. We believe this article will give our readers a better account than they have ever had before of the settlement of the West.

One of the most pleasing and encouraging phases of life in Eastern Canada is that afforded by our industrial towns, of which Ontario has so many. An article has been devoted to one of these centres, where the tall chimneys and the comfortable homes of artisans are always in evidence. The one selected is a busy hive of prosperous manufactories, and, besides, it possesses the interesting distinction of being a German community in the heart of a great English-speaking Province.

Our national legislators, now in session at Ottawa, naturally and very properly occupy a large place in the public eye. Considerable space is given in this issue to descriptions of several of the most prominent of these public men, the hope being that these articles will make our readers better acquainted with these parliamentarians, of whom all have heard but have not all seen.

The opening chapter of our History in Statues will also be found in this issue. To many of the men who took a prominent part in the making of Canada monuments have been erected, standing like milestones along the road by which we have come to the present. The series opens with Jacques Cartier, the discoverer of Canada, the man who brought our country into the circle of the civilized world.

During the year upon which we have just entered we shall endeavor to make CANADIAN LIFE AND RESOURCES even better, brighter and more useful than it has been during the year that has gone; and basing our expectations on past kindnesses we look forward to a continuance on the part of our readers of that loyal support that we have enjoyed from the first.

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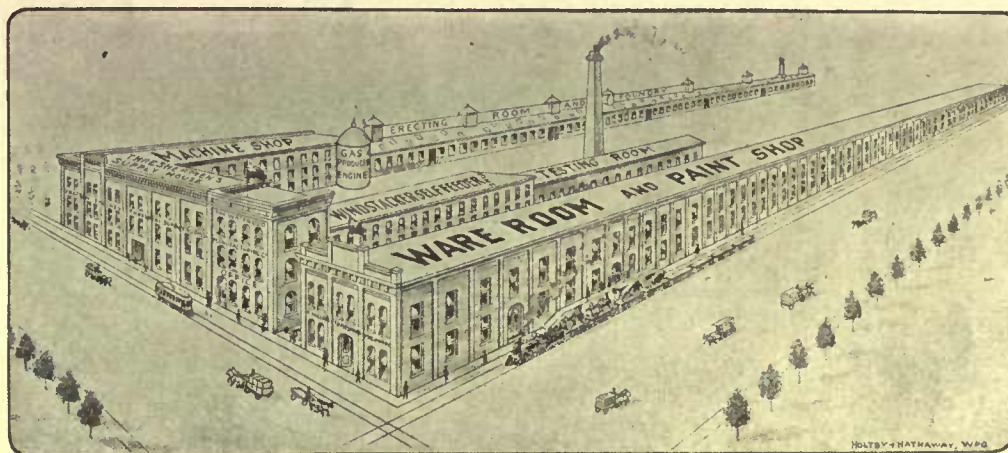
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To the Canadian Piano Trade, Greeting:

The Foster-Armstrong Co., of Rochester, N.Y., has purchased the plant of the Berlin Piano & Organ Co., at Berlin, Ontario, Canada, and opened it in two sections, in one of which will be manufactured the Haines Bros. piano and in the other the Marshall & Wendell.

The Canadian demand for the Foster-Armstrong line, and especially for the Haines Bros. piano, has been growing in spite of the duty, at such a rate as to make a Canadian factory not only a good business move but almost a necessity.

The Foster-Armstrong Co. is one of the very largest and most progressive houses in the world manufacturing pianos. Their community of interests includes five great factories at Despatch, just out of Rochester, N.Y., an enormous case plant and a foundry with a capacity of upwards of 200 plates per day.

In the Berlin factory just acquired the famous old Haines Bros. piano will be manufactured under the same conditions that prevail at the Haines Bros. factory at Despatch. In other words, QUALITY will be the watchword. The plant will be equipped with the most modern machinery and manned by practical piano workmen of long experience and recognized ability, in order that the product from the start will maintain the high standard that has made the name Haines Bros. famous over half a century.

This is the first instance in the history of the trade that a United States piano manufacturing house has entered the manu-

facturing field of Canada. And when we consider the large financial resources and the splendid executive ability possessed by the Foster-Armstrong Co., we realize that this venture will prove not only a fortunate one for the Foster-Armstrong Co., but also of material benefit to the trade in Canada.

The Haines Bros. piano had its inception back in the year 1851, when the late Napoleon J. Haines founded the business. The history of the piano is closely allied with the history of piano progress in America, and many of the most renowned musical celebrities of the past third of a century have contributed words of praise to the tonal beauty of the Haines Bros. piano.

The Marshall & Wendell is another instrument that has stood the test of time with honor and glory. While the history of this piano is generally supposed to date back to the year 1853, its inception really took place in the year 1836, in Albany, N.Y., which city is actually the birthplace of the American piano industry. The Marshall & Wendell is already a favorite with Canadian dealers, but with the advantage accruing with the operation of a factory within the confines of the Dominion, the popularity of this instrument is bound to become one of the significant factors of the Canadian trade of the future.

Mr. E. P. Hawkins, for some time in charge of the Western department of the Foster-Armstrong Co., with headquarters in Chicago, will go to Berlin in charge of the new plant.

—Chicago Musical Times.

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February 7	NORSEMAN	" 23
" 14	SOUTHWARK	March 2
" 21	DOMINION	" 9
" 28	KENSINGTON	" 16
March 7	CANADA	" 23
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