

RESOURCES

OF
British North America

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

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RESOURCES

DEVELOPED AND UNDEVELOPED OF BRITISH NORTH AMERICA

Vol. II

MONTREAL, QUE, JANUARY, 1904

No. 1

Forest Wealth

AS SPAIN found when her adventurous sons established the rich colonies of Central and South America, so found the advance guards of French and British civilization when they planted the flags of their respective countries on the soil of the North American continent, the former in 1535, the latter in 1620. They surveyed a land of almost interminable woods, which nodded to the music of mighty rivers rushing to the sea. From the Atlantic coast westward to the head of the Great Lakes a vast primeval forest extended. In summer a sea of foliage rolled away from the shores of the ocean, and the land lay in dark and gloomy shadow, in which were concealed the wild beasts and the still wilder and more savage Redmen. Only here and there could the summer sun penetrate the thick canopy of leaves the giant trees interposed between the sky and the soil. Occasionally there were small and usually widely separated openings where storms had broken down the trees or where the camp fires of the Indians had burned a little clearing. Through the sombre landscape ran the rivers like streaks of silver on a ground of green, and here and there the lakes pushed back the forest and afforded the only large sunlit areas in this part of the continent. Through these almost measureless forests roamed the Indians in search of game or in search of one another in their cruel warfare. But their long journeys were usually made by water, they following in their frail canoes the courses of the lakes and rivers; and when they went across country through the forests they generally followed well known and long used paths. To them the dark forests were a region of gloom and fear, peopled by evil spirits more dreaded than the dangers of the chase or of the war path.

And such the forest remained for many years after the white man came. Little settlements sprang up along the waterways and little clearings were made where the settlers sowed their first crops of grain and made their first start in farming. These were mere scars on the bosom of the forest, but as years went by they multiplied and grew in extent; the clearings became farms and the farms became settlements. The dark forest, though still ruling over the greater part of the land, no longer held absolute sway.

The early colonists had no lack of material with which to build their rude homes or fuel to enable them to contend against the rigors of the winter. Wood abounded everywhere, and as it had to be removed before the soil could be utilized the pioneers regarded the forests as an enemy to be overcome. But as settlement advanced and population increased the forest wealth of the country began to be turned to commercial purposes. From that time to this her timber areas have been among the most productive resources of Canada.

"The forests of Canada," says a writer in discussing the subject, "have, perhaps, aided more materially Canada's development than any of her other resources. The fur-bearing animals nourished in their recesses formed the greatest attraction in their new homes for the first settlers, and everywhere, in pursuit of them, *coureurs de bois* spread over the unknown country and learned something of its physical features. In the wake of the lumberman followed forest-clearings, tilled lands, villages and busy towns. Even further into the interior the lumberman penetrated, and Eastern Canada unfolded and developed her growth of blossom and fruit, her rich farm-lands and prosperous towns behind him. And still this work of development continues, opening up new regions to settlers, giving them employment and offering a market for their produce."

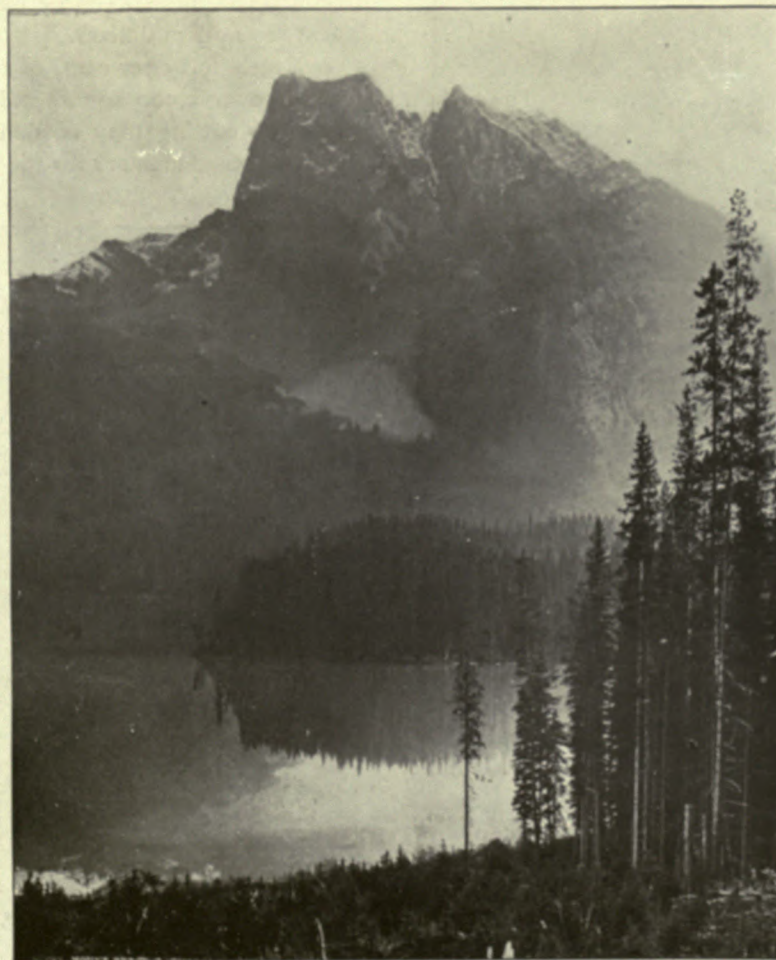
The day is far distant when it can be said that the lumberman has found his occupation gone, for so far but the fringe of the forests has been attacked.

The present forest and woodland area of each Province and of

the Territories is shown by the following tabulated statement:—

FOREST AND WOODS	
Ontario.....	143,330
Quebec.....	240,894
New Brunswick.....	14,766
Nova Scotia.....	6,464
P. E. Island.....	797
Manitoba.....	25,626
British Columbia.....	285,554
Territories.....	960,351
Total.....	1,677,782

square miles.



FOREST, LAKE AND MOUNTAIN IN BRITISH COLUMBIA

RESOURCES

In the older provinces the forest areas are part of the Crown and belong to the Provincial Governments except where they have been alienated to private owners. In Manitoba and the Territories



DOUGLAS FIR 37½ FEET IN CIRCUMFERENCE—BRITISH COLUMBIA

and in the railway belt of British Columbia the forests belong to the Dominion Government, and the wealth of these vast areas has not yet been drawn upon to any considerable extent.

In Nova Scotia the best of the timber lands are the property of individuals or corporations. But little pine has been left, and spruce is the chief wood exported. Large quantities of pulp-wood remain, and on an average about two and a half million dollars of wood products are exported annually from the Province.

The annual exportation of such products from New Brunswick amounts to about six and a half million dollars, of which spruce deal forms about two-thirds. The best of the pine has been cut and spruce is the principal timber left. About 2,700 square miles of timber areas are still vacant and unlicensed. The Province also contains large quantities of valuable hard woods.

As in all northern countries, the coniferous trees occupy by far the largest space in the forestry of the Province of Quebec. Pine, spruce, balsam, fir, tamarac, hemlock and cedar represent at least three-fourths of the forest trees adapted to commercial use. Spruce is by far the most abundant species. The date, more or less remote, is foreseen when the pine will no longer be able to provide the quantity of lumber it now furnishes for domestic consumption and for export; but as far as spruce is concerned, the forests are inexhaustible, even supposing an annual consumption ten-fold what it actually is at present. In hardwoods, birch, maple and elm are the most abundant. Spruce suitable for commercial purposes is found in all parts of the Province, even as far as the valley of the Hamilton River, 250 miles north of the Strait of Belle-Isle. The finest spruce for sawing is found on the south of the St. Lawrence, including the Gaspé Peninsula, as well as in the St. Maurice and Ottawa territories. Trees are often felled which produce logs of 30, 36

and even 40 inches diameter at fourteen and fifteen feet from the ground. In the Province of Quebec fully 50,000 square miles are under license for the cutting of timber, but vast tracts are still unlicensed. These are chiefly north of the Ottawa and the St. Lawrence Rivers, and are for the most part covered with spruce, fir, poplar and birch. According to a very moderate estimate recently made by the Government the standing timber, exclusive of pulp-wood and undersized trees, "will produce at least sixty thousand million feet of lumber." Some idea of the immense timber reserve of the Province may be gathered from a consideration of a single district, the Lake St. John basin, of which more than 18,000,000 acres are still uncleared. It is estimated that there are growing at present on this area 100,000,000 cords of pulp-wood. Quebec exports annually \$12,000,000 worth of forest products.

A greater variety of trees is found in Ontario than in any other Province, and, as a natural consequence, the number of wood-employing industries is much larger than elsewhere in Canada. In the south-western part of the Province the woodlands are made up of hard wood, of which oak, hickory, maple, elm, ash, and birch are the most valuable. The forests of northern and north-western Ontario resemble those of Quebec; pine, spruce, birch and poplar being the most important. Pine has long been the chief wood exported from Ontario and great quantities remain uncut. The annual timber exports of the province amount to about ten million dollars.

Nearly forty per cent. of the area of Manitoba is in timber. Of this over 2,000 square miles are a permanent timber reserve where no cutting may be done without permit from the government. These lands are for the most part heavily clad with spruce,



HAULING IN THE FOREST—QUEBEC

though in many portions there is a sprinkling of oak and birch. It is the intention of the Government to permit no cutting to be done beyond the natural yearly increase, and as it is estimated

that the spruce forests will renew themselves in twenty years it will be seen that Manitoba has a large available supply of timber for lumber and fuel purposes. Manitoba spruce is chiefly employed for small dimension lumber, shiplap and sheeting.

No other province of Canada, no country in Europe, and no state in North America, compares with British Columbia in respect to its timber. There are prairies here and there, valleys free from wood, and many openings in the thickest country, which in the aggregate make many hundred thousand acres of land on which no clearing is required, but near each open spot is a luxuriant growth of wood. The wooded area covers thousands of square miles, and includes forty kinds of timber; and even

with a large number of saw-mills with a great daily capacity there is little danger of depletion of the forest lands to any appreciable extent. The character of the forests of British Columbia is very different from that of the other Provinces. The trees are much larger, and all the more valuable species are peculiar to the Pacific coast. Among them are: Douglas fir, the giant arbor-vitæ, sitka spruce, yellow cypress and the western hemlock, all of which

feet of lumber. The value of the annual exports of forest products amounts to a little less than one million dollars, the industry being still in its infancy.

In the districts to the north are vast timber areas only partly explored but of which sufficient is known to give assurances of great forest wealth, especially in spruce and pulp-wood. These vast resources will remain for future generations to draw upon.

As early as 1667, during the French regime, timber was exported from Canada to France by the energetic Intendant Talon. After the conquest Great Britain, being well supplied from the forests of Northern Europe, disregarded Canada's forests. But the issuing of Napoleon's Berlin decrees

forbidding continental nations to trade with Great Britain caused the latter to look to other and friendlier sources for her timber supply. A steady trade in pine timber sprang up between Canada and the Motherland. Great Britain's demand for square timber increased until about 30 years ago, since which time there has been more demand for pine in small dimensions. Last year Canada exported forest products to the value of \$35,234,000, the



YARDING LOGS



LUMBERMEN'S CAMP—NEW BRUNSWICK



TIMBER COVES—QUEBEC

attain to a great size on Vancouver Island and on the mainland in the vicinity of the coast. Not more than one-third of the best timber area has been taken up, and there still remain unlicensed nearly one million acres of timber lands. It has been estimated that the forests of British Columbia alone contain 100,000,000,000

exports of lumber of all kinds contributing \$25,540,000 to that amount. Of this, Great Britain took unmanufactured woods to the value of \$14,120,000 and manufactured woods to the value of \$1,666,000, a total of \$15,786,000, while the United States' purchases amounted to \$16,723,000.

About People

Hon. John Molson

A NAME that will always occupy a prominent place in the history of industrial development of the Dominion is that of the Hon. John Molson, the pioneer of steamboat navigation in Canada. He was a prominent captain of industry of his times; one of those men who always come to the front; who command success, but who share its fruits with the community in general. Naturally and properly the men of to-day hold our attention and fill the public eye; but an occasional glance at the past often shows one that the generations that have gone had their men of character and enterprise who compare favorably with their successors in the industrial activities of the present. Such a man was the Hon. John Molson. In 1807 Fulton demonstrated on the Hudson the possibility of steam navigation, and only two years later Mr. Molson put it to the test on the St. Lawrence. His first steamboat on Canadian waters, and the second in America, was called the "Accommodation." She measured eighty-five feet over all, had sixteen feet beam and an engine of six horsepower. On November 3, 1809, she started on her maiden trip from Quebec to Montreal. The distance is one hundred and sixty miles, and the journey was made in thirty-six hours. The trip

was a success, and soon a regular service was established. The fare for the journey between the two cities was £2 10s., and passengers were requested to purchase their tickets early in order to allow of sufficient provisions being laid in. The passengers had to be boarded for a day and a half. The journal of the "Accommodation" shows that the steamer usually left Quebec at 4 o'clock in the afternoon and reached Portneuf at 11 that night where she tied up until morning. She got under way at 5 a.m., and at 9 p.m. anchored opposite Rivière du Loup. Again she started at 4.30 on the following morning and at 4 o'clock in the afternoon she reached Montreal. The journey is now made during the season of navigation in a single night.

Mr. Molson was prominent in several walks of business and public life. He was president of the Bank of Montreal during a period of great commercial difficulty, and for many years was a member of the Executive Council of Lower Canada. He died in 1836. One of Montreal's leading financial institutions preserves the family name; and every graduate of McGill University will remember it, for his examinations were held in Molson Hall.



The United States Immigrant

ONE of the very happiest illustrations of the harmony in which the Anglo-Saxon race is working the world over and in the mutual confidence and esteem in which the race meets under different though not hostile flags is found in what has been called the Americanization of the Canadian North-west. Within a half dozen of years not merely many thousands of the best class of American farmers have come into the fertile fields of Canada's North-west, but a most elaborately conducted propaganda has been organized by Canada for this very purpose. A wonderful thing this, the introduction of an element nationally alien, not only tolerated but actually sought for and going there wholly untrammelled by restrictions of any character that do not equally obtain against the native born. It is estimated that more than 65,000 persons, carrying with them property approximately estimated at \$40,000,000, have crossed the boundary line of the United States into Canada, enriching it and leaving the United States but little the poorer, for the lands they left have passed into other hands to be tilled and are in no sense to be included in the catalogue of "abandoned farms." These immigrants, after reaping the harvest of their rewards, have sold out their holdings and gone as pioneers into a new land.

The deliberately formed judgment of the Dominion's statesmen in thus encouraging this immigration is the best testimony to their conviction that the Anglo-Saxon race has nothing to fear from its members. It is impossible to conceive that they have not weighed in the measure the certainty that this class of most desirable immigrant, with money, agricultural equipment and the knowledge gained by practical experience on successful American farms, would carry with them American ideas and always a sentimental interest in American affairs. With these farmers the inducement was not a change of flag or a refuge from oppression or a haven from the toils and the hardships of the slums, as is the case with the vast majority of immigrants from European countries, but entirely an enlargement of opportunity. It is a commercial invasion of the North-west quite as much as is the capital which now turns so many wheels in the factories of Eastern Canada—an invasion which no land that had any fear of grave political dangers from without could possibly permit.

The Making of Ontario

THE history of the early settlement of Ontario dates back about one hundred and eighteen years, to the close of the American War of Independence. In 1784 about 10,000 of those who desired to maintain their allegiance to the Motherland migrated from New York, Pennsylvania, and the New England States, and settled along the River St. Lawrence, around the Bay of Quinte, on the shore of Lake Ontario and in the Niagara Peninsula. They are known to history as the United Empire Loyalists, and were of varied descent, numbering among them many sons of England, Scotland and Ireland, besides persons of German, Dutch and Huguenot origin. Some were farmers, but the greater number consisted of discharged officers and men who had served Great Britain in the late war, and were unaccustomed to pioneer life. They began the arduous task of felling the trees, clearing the land (for Ontario was an unbroken forest), the building of rude houses and barns, and the planting of cleared ground among the stumps of the forest trees with wheat, oats and potatoes for the sustenance of themselves and their families. In 1812 the population had grown from a bare 1,000 to 80,000, all of whom, with the exception of a few hundreds, were engaged in tilling the land. Gradually a larger amount of land was brought under cultivation, and more substantial dwellings and farm buildings of sawn lumber took the place of the first crude log structures. In 1830 there were five towns in the Province of over 1,000 inhabitants each, viz: Brockville, 1,130; Hamilton, 2,013; London, 2,416; Toronto, 2,860; and Kingston, 3,587. The Province could also boast of one daily paper and one bank. In 1837 the population had increased to 397,500, by far the greater portion still living on the farm.

About that time an extensive immigration set in from England, Scotland and Ireland. These new comers, who were a very fine class of settlers, located as a rule in groups or blocks which formed the nuclei of some of the richest townships of Ontario. In this manner arose the Highland settlement of Glengarry, the settlement of English gentlemen and retired military officers near Cobourg, the Irish settlement near Peterboro', the military settlement near Perth, the Talbot settlement in Elgin, The Canada Company's settlement in the Huron Tract, and many others of British and foreign composition.

Ranching in Western Canada

THE ranching section of the North-West Territories comprises Western Assiniboia and Southern Alberta, while the farming section consists of Eastern Assiniboia, Saskatchewan and Northern Alberta. It is not, however, to be supposed that no farming is done in the ranching section nor ranching in the farming section. The two divisions outlined merely present somewhat varying climatic conditions necessitating different methods of managing live stock.

last five years in cattle ranching in the North-West writes in glowing terms of the prospects of the business. He says: "I venture to say from what I have seen that cattle ranching in the North-West Territories of Canada is, without doubt, one of the most lucrative and successful industries in Canada, and lately in a two-fold sense, as, owing to the great influx of desirable settlers, land is steadily advancing, in fact in some parts good locations have doubled and even trebled in price during the last three or



HIGHLAND CATTLE—SILVER HEIGHTS, MANITOBA

The most important distinction between these two natural divisions is the lesser degree of humidity prevalent in the ranching section, which causes the prairie grasses to suspend growth early in the autumn when they are subjected to a regular process of curing on the stalk during the bright, sunny autumn. Herein lies the explanation of what, to the uninitiated, is somewhat of a mystery; namely, that cattle, horses and sheep are able to range out all winter on the snow covered prairies and apparently to keep in good, thrifty condition. This peculiarity was first brought into prominence during the early days of settlement through the

four years. When that is taken into consideration, along with the cattle business, it is quite readily seen what a chance there is for profits."

"Beef is sold in two ways," writes the correspondent, in discussing the commercial side of ranching: "so much per head and take the "bunch," or so much per pound live weight, generally three cents less five per cent. for shrinkage. This year (1903), the price of beef is a little lower than last year, owing to shipments of Argentine cattle to England, but the general opinion is that the drop is only temporary; however, this



NORTH-WEST MOUNTED POLICE

medium of the buffalo, which thrived exceedingly all winter upon the cured grasses.

There are some 193 millions of acres, over 300,000 square miles, of land available for free grazing in the North-West Territories. On this enormous extent of country about 200,000 head of sheep, 600,000 head of cattle and 175,000 horses are at present pastured.

A gentleman who had formerly been engaged in farming in Eastern Canada but who has been actively interested during the

year's price, although it is \$5.00 lower than last year's, will give in the vicinity of \$40.00 per head for four-year-old steers and take them as they come.

"The idea prevails that it is necessary to keep a great number of men on a ranch; this is not the case. Now, we keep only four men all the year round, and at such times as haymaking and branding we have a few extra men for a month or two at a time. In the winter the men haul hay to the corrals, and get out from the mountains willow posts, droppers for fencing, and to

RESOURCES

repair the sheds. Ranch hands get from \$25.00 to \$35.00 per month and board; round-up men from \$40.00 to \$45.00, and riders who look after cattle under fence \$35.00 and board. Ranchers who have no women about employ Chinamen and cooks.

"The Canadian North-West is a very law-abiding country and order in this vast territory is maintained by one of the finest bodies of military men in the world, the North-West Mounted Police, who number one thousand men when up to the full force and whom the Indians hold in much respect."

The rapid growth of the ranching and farming interests of the Canadian West is typified in the rapid strides made by the town of Medicine Hat among others within recent years.

Situated on the south branch of the Saskatchewan river, on the main line of the Canadian Pacific railway, and in the midst of the most favored ranching district of the Canadian West, Medicine Hat has become the leading commercial and industrial centre of Western Assiniboia. With the advent of the railway, some twenty years ago, the history of the town began. The immense grazing country, with its luxuriant vegetation and permanent supply of water, first attracted the attention of stockmen, and ranching very quickly became an established and important industry. For a considerable time the industry was confined to

the country in the immediate vicinity of the railway, but with the exceptional advantages of this district as a grazing country becoming better known to the cattle kings of the south, as well as to eastern capitalists, the ranges have gradually extended, until the plains for a distance of a hundred miles in either direction have become a vast feeding ground for countless herds of cattle, horses and sheep. The large amount of capital involved in the extension of the industry cannot well be computed, and the returns from the steady shipments of stock to the Kootenay, Eastern Canada, and British markets is a source of revenue which has resulted in the enriching of the men who have pioneered this enterprise.

As a natural consequence the town of Medicine Hat has grown apace with the rapid development of the surrounding country, becoming at once the headquarters for the purchase of supplies and general business transactions of the ranchers and farmers. From a mere hamlet of the early eighties, the town has now a population of some three thousand, which number is rapidly increasing with the tide of incoming settlers. The town is a divisional point of the Canadian Pacific Railway, the Crow's Nest branch of this road having also its eastern terminus at this point.

Snow as an Asset

WINTER has come again, and for a few months Jack Frost will be the guest of the land. Notwithstanding his harsh manner and at times unprepossessing appearance he is not

unwelcome. It is true he robs our trees of their foliage, cuts short the life of our flowers, and takes out of our meadows and pastures the green that has delighted the eye from early spring to autumn's closing days. He silences the babbling brooks and puts his seal upon the great rivers where ships sailed but a few weeks before. In exchange he gives us ice and snow; a crisp invigorating atmosphere and a temperature that

forces even the most sluggish into activity. Winter has its beauties as well as summer, and nowhere is winter more beautiful and healthful than in Canada.

Judged by their usefulness the ice and snow of our winters

may be considered as valuable national assets, for without them one of our greatest industries would be paralysed. They are necessary to profitable lumbering. The pine and the spruce could

be cut without these gifts of Jack Frost but it would be practically impossible, without a complete change of system, to remove the logs from the forests. Ice and snow make the lumberman's roads over which the logs are hauled to the watercourses in which in spring they are floated to the mills. An open winter with very little snow is always a poor lumbering season. The cut of logs is usually small and often much of the



LOGGING

"cut" has to be left in the woods over the summer and considerable deterioration ensues. If Eastern Canada were deprived of frost and snow the result would be calamitous to the lumbering and the farming interests alike.

About Places

Fort Prince of Wales

FORT PRINCE OF WALES, of which mention is frequently made in the history of the Hudson's Bay Company, stood at the mouth of the Churchill River, which flows into the Bay from the west. More than a century and a half ago one of the strongest forts on the continent at that time was built here in this northern country. The charter of the Hudson's Bay Company, granted by King Charles II. in 1670, gave the Company not only a monopoly of the trade in the Bay and over all the land draining into it, but it also conferred upon the Company the power of government. It was to rule the land and to hold it against the King's enemies and against all rival traders. For this purpose forts were built at various places, generally at the chief depots or trading centres of the districts. One of these was at the mouth of the Churchill River, and here a wooden fort was erected in 1718 and named Fort Prince of Wales. But the wooden fort did not remain long. The remembrance of their former posts destroyed by the fire from the cannon of the French under d'Iberville caused the Company to undertake the fortification on a splendid scale of its best harbour, to safeguard from the French as well as from the Indians what it designed to be its principal entrepôt. A massive thirty-foot wide foundation was begun at Churchill from the plans of military engineers who had served in the British army under the Duke of Marlborough, the greatest general of the times. It was the original intention to have the walls forty-two feet thick at their foundation, but on account of the Governor's interference the dimensions were reduced to twenty-five feet. It was afterwards found, however, that there was a tendency to sink when cannon were fired frequently from the walls, so one section was forthwith pulled down and rebuilt according to the original plans. Three of the bastions had arches for storehouses and in the fourth was a magazine twenty-four feet long and ten feet wide. The parapets were originally constructed of wood, supplied by denuding the old fort; but in 1746 the Company erected a new parapet. Storehouses, offices and dwellings were built in the court enclosed by the fort. Such, in brief, was the extensive fort erected many years ago on the shores of Hudson's Bay.

A few years later the fort was the scene of important scientific operations. At that time there flourished in Great Britain a learned body known as the Royal Society for Improving Natural Knowledge. This society wrote to the Hudson's Bay Company requesting that two persons might be conveyed to and from Fort Prince of Wales, on the Churchill River, in some of the Company's ships "to observe the passage of Venus over the sun, which will happen on the 3rd of June, 1769." It was desired that these persons might be maintained by the Company and furnished with all necessary articles while on ship and on shore. The Company expressed itself as "ready to convey the persons desired, with their baggage and instruments, to and from the Fort on the Churchill and to provide them with lodging and medicine while there, gratis, they to find their own bedding." The Company asked £250 for board for the astronomers during their absence from England, which would be about eighteen months. The Company also recommended the society to send the intended building to be used by the astronomers in frame with all necessary implements, tools, etc., which "will be conveyed upon freight, the Royal Society likewise paying for any clothing that may be supplied the observers during their residence in Hudson's Bay." The expedition was entirely successful. The two astronomers went out to Prince of Wales Fort, and returned in the ship Prince Rupert, after having witnessed the transit of Venus on June 3rd, 1769.

Fort Prince of Wales had been built when the remembrance of burned factories and posts easily captured and pillaged by French and Indians was keen among the officers of the Company.

But that remembrance had long since faded; the reason for which the fort had been built had seemingly vanished. Wherefore the garrison gradually waned in numbers, until on August 8th, 1782, only thirty-nine defenders within its walls witnessed the arrival of three strange vessels. Instantly the word ran from mouth to mouth that they were three French men-of-war. All was consternation, and the little garrison spent a night of anxiety. Daybreak showed four hundred French troops drawn up upon the shore of Churchill Bay. When this attacking party was within four or five hundred yards of the fort two officers were sent ahead to summon Governor Samuel Hearne of the Hudson's Bay Company's service to surrender. The attacking party was supported by the three ships carrying about one hundred and fifty guns, and commanded by Admiral Prowse. As the French advanced they were surprised to see a white flag waved from the parapet. It was a tablecloth snatched up by the Governor and waved as a signal of surrender. Fort Prince of Wales was thus yielded up without a shot being fired either in attack or in defence.

The French Admiral lost no time in removing to his ships what guns he could find and in replenishing his depleted stores from the supplies so easily captured. The fort was utterly looted, and then two days were spent in attempting to destroy it. Although French gunpowder was freely added to the Company's store yet the solid walls resisted their best efforts. Of solid masonry indeed was Fort Prince of Wales. The French artillerymen could only displace the upper rows of the massive granite stones, dismount its guns and blow up the gateway, together with the stone outerwork protecting it.

Fort Prince of Wales was never rebuilt. Its ruins stand to-day to mark the most northern fortress on the continent of North America, scarcely inferior in strength to Louisburg in Cape Breton or to Quebec. "Its site," remarks Dr. Bell, "was admirably chosen; its design and armament were perfect for the times; interesting still as a relic of bygone strife, but useful now only as a beacon for the harbor it had failed to protect."

The French force also captured and destroyed York Factory. The expedition therefore resulted in two cheap conquests. But in the end the fortunes of war altered the situation. The Hudson's Bay Company rendered a statement to the British government of many thousands of pounds for failing to protect their fort on the Churchill River, and when peace was proclaimed between Great Britain and France, France agreed to pay the Company's bill.

For A **THE** Minister of the Interior received a deputation recently, at the Capital, consisting of Sir Sandford Fleming, Mr. T. C. Keefer, C.E., Professors McLeod and Bovey, McGill University, and Senator Casgrain, Montreal. The deputation urged that a small commission be appointed with power to inquire fully into the extent and character of the survey work which is being carried on by the various Governmental departments, and to ascertain what work of a similar character is in progress under the several Provincial Governments. Furthermore, that the commission shall inform itself as to organization and methods of surveys in other countries and shall report to the Federal Government upon the most suitable method of rendering such survey work as is in progress from time to time of greatest value to the country.

The deputation is of opinion that the time has now arrived when the question of a geodetic survey as a basis for systematic surveys in Canada should receive earnest consideration. In answer to the representations made the Minister of the Interior promised to give the matter his most earnest consideration.

Hunting in the Ancient Colony

(Newfoundland)

THE Norway of the Western Hemisphere, they call it on account of its scenery—Newfoundland and Labrador—but it is rapidly becoming known by another sobriquet of a different meaning—North America's greatest game preserve. In the vast stretches of the stanchly British Colony and its enormous peninsular dependency roams more big and small game that has never been shot at than in any other portion of either North or South America.

Best of all, it is open and free to all comers—there are no individual holdings or fencings, no private parks to be taken into account. English, French, German, American, Indian and Eskimo sportsmen alike are free to come and go as they will and take what they can get in Labrador, for the game laws in Newfoundland are not at all stringent.

In northern hunting, as instanced by the North-West Territories and the Russian and Siberian game barrens and forests, there is a serious obstacle in the way of sudden descents of cold. This is not a stumbling block to sport in Labrador and Newfoundland, for there the Indian summer hangs mild and hazy over the land until far into November and in the most bracing of atmospheres the sportsman can pursue caribou, small deer, bear, wolf, lynx, beaver, otter, fox, willow grouse, snipe, ducks, plover, geese and now and then musk ox and Polar bear.

The wolf, musk ox and Polar bear will only be found in Labrador, but they are there and within reach, and there is fine sport for the venturesome. For the devotee of Izaak Walton there are the very finest salmon and trout brooks in the world. There is not a brook which has not brown gamey beauties lurking in its pools.

Caribou, by reason of their abundance, form the principal pursuit of the hunters. It is not many years ago that F. C. Selous, a world renowned hunter, revealed to the international sporting fraternity the splendid opening for them in Newfoundland, and ever since that time the number of shots who go there each season has been steadily increasing.

Guille Millais, a son of Sir John Millais, R.A., the famous painter, added to the impetus when he published his accounts of rare shooting in the interior, and yet, with all the hunters who have come and gone the guides in both the Avalon Peninsula and the Long Range region recently stated that there was no diminution in the game whatever. In proof of this one of them bagged no fewer than five caribou and two black bear in an hour on the border of a small lake.

The caribou are the "Cervus Tarandus" of the reindeer family, and the species is peculiar to Newfoundland and parts of Labrador. They move about in herds when making their semi-annual passages, and since they nearly always follow the same tracks the

stones are worn smooth by their hoofs, proof conclusive that they have been pursuing the same habits of life for many years.

There is one herd of beautiful animals which never leaves the Avalon Peninsula and another north of Bonne Bay and White Bay which moves only a short distance north and south, but all the others which are known make the long pilgrimages of several hundred miles. They start north in the spring, soon after the young are born, and it is then that the wideawake photographer can get some beautiful pictures of fawns side by side with bucks and does, whole families in fact swimming the shallow lakes.

In the haunts of the north the young feed and grow strong, and the bucks engage in those terrific duels which no man who has witnessed them can speak of with anything but awe, they are such terrific exhibitions of brute force. In the late fall when the snow begins to fly the herds come south, and, seeking the shelter of the fir clusters, make themselves veritable dens for the winter. It is when bound on this southern trip that the heads are the largest and the flesh is the fattest and of the finest flavor.

The sportman who is looking for hard work and most exciting deer stalking is recommended to go to Grand Lake station by rail, either from Port aux Basques or St. John's, preferably from St. John's, and then trek north with a good guide. If he wants a few good shots with little effort he should take the same route, only stop at Gaff Topsail, and, going in among the Topsails, camp there.

If he would fish and canoe as well there is no finer trip in all the world than to go by steamer to St. John's, take a Reid-Newfoundland coasting steamer to Notre Dame Bay, and then canoe entirely across the island to the Gulf of St. Lawrence, a trip of 250 miles with no portages of over a mile, and few of those.

The destination point should be Bay St. George, whence one can get easily to the railway. The route will be up the River of Exploits to the marvellous Red Indian Lake, by a number of falls and rapids that furnish exciting canoeing, then down a nameless brook to Puddle Lake, then to Stag Lake, then to St. George's river, and so on to Benoit.

A marked feature of the salmon fishing in the Colony is the enormous increase in the size of the fish taken within the last few years. Thirty years ago a twenty-five to thirty pound salmon was considered a prodigy; during the past four years fish of forty to forty-five pounds have been secured—one taken with the fly in Little Codroy weighed thirty pounds, another in Harry's Brook, thirty-two pounds. In 1902 a monster salmon, weighing fifty pounds, was taken on the North-east Coast. Big fish that attain these lusty proportions must have made many pilgrimages up the



CANOEING



CAMPING

river, and have found free passage. Whilst their growth is very rapid—a grilse that only weighed three pounds leaving the river, has been known to come back with an increase in weight of seven pounds—this big fifty-pounder must have been at least eight to ten years old.

Grouse shooting abounds everywhere, the prevailing variety being the willow grouse, a beautiful bird, with a flight like an arrow. In the fall the geese, ducks, etc., are to be numbered in thousands in the lake country. Grouse shooting comes next to deer stalking in the Terra Novian sporting bill of fare. A more health-giving, fascinating amusement can hardly be imagined. Whilst the best fall deer shooting is at the north and west, by far the most extensive grouse moors or "barrens" are to be found on the south east part of Avalon Peninsula, from Cape Race to Cape St. Mary's. For successful grouse shooting next to straight powder, and good walking, the most important factor is a good setter or pointer. With these assistants and

fine weather, a good Newfoundland barren affords splendid sport.

There is no grouse disease as in Scotland, for the coveys are well apart. It takes a lot of walking and good shooting to get a dozen brace, but the clear, fine, bracing air, the interest in watching the well-trained dogs, the variety of the shots, and the exhilarating effect of the scenery, all combine to make grouse shooting in Newfoundland the most entrancing of sports.

A notable rendezvous for sportsmen is the Log Cabin at Spruce Brook, a lodge maintained by the Reid Railway Co. for the benefit of sportsmen.

Newfoundland and her great dependency, Labrador, are no longer unknown lands. The Island has now become part and parcel of the railway system of Canada and the United States. Now that railways and steamships are affording easy access to its shores, fiords, rivers and lakes, an increasing throng of hunters and tourists, especially from Canada and the United States, will find their way to this newly-found land.



BRINGING HOME THE SPOILS

Water Power

Province of Quebec

IT is a comforting deduction which is being drawn in these days of the artificial development of electric energy from water power that the exhaustion of the coal supply will not terminate the production of mechanical force and motion. It is estimated that the mean height of the watersheds of the earth, with a moderate average rainfall, contains in perpetuity 10,340,000,000 constant horse-power. The magnitude of this enormous amount of energy will be better understood when it is stated that a yearly output of 225,000,000 tons of coal is capable of producing its equivalent for only one-half day in the year. A continued supply of coal is not, therefore, essential for the perpetuation of industrial activity.

However, the present advantage which coal possesses over

water-power is that the energy contained in the mineral is portable, whereas the electrical energy produced through the agency of water-power is transmissible only comparatively short distances.

At present the transmission of electric power is limited to a maximum of less than 250 miles from the point of generation. Unless, therefore, science discovers some method of lengthening the distance of transmission indefinitely, or some means of carrying generated electric power in storage without material loss, to be used as needed as coal is now used, the application of the energy drawn from water-power must be a

local one—that is, within the radius of the field of transmission of the electric fluid.

There is not a country in the world better supplied with water-



CHICOUTIMI FALLS

RESOURCES

power than the Province of Quebec. There may be counted by the dozen waterfalls capable of developing each a force of from 25,000 to 75,000 horse-power, and there are several that exceed 450,000. The great fall of the Hamilton River, 250 miles from the sea coast, is 302 feet high, and, regard being had to the volume of the river's waters at this point, it is calculated that this fall is capable of producing a motive force exceeding one million horse-power.

About thirty miles above Three Rivers there is a fall in the St. Maurice River of about 40 feet, where was established in 1887 a pulp mill, which furnished the foundation for the great works of the Laurentide Pulp Company at Grand Mere, which town is the outcome of the Company's operations. Their success in utilizing the raw material and the power of the St. Maurice River, put the stamp of approval on the valley of the St. Maurice as the future seat of an industrial development which should include many large plants for the manufacture of the spruce into pulp and paper.

Before the works at Grand Mere were fully completed, the attention of capitalists was centred on Shawinigan Falls, about eight miles below Grand Mere, where the waters of the St. Maurice fall, in cascade, a distance of 150 feet. For years the attention of those familiar with the St. Maurice River had been attracted to this great power, but complications involving the title to both the water-power and adjoining property, delayed, for some time, its acquisition by those who might be willing to venture the necessary expenditure to develop its latent energy. Finally the Privy Council of England decreed that the title to the beds of floatable and navigable streams was vested in the Provincial Government, and following this decision the Provincial Government quickly adopted the policy of selling its water-powers, but only where an assurance was given of an intention to develop and utilize the same. A company was immediately formed to take over this valuable water-power, and under a charter granted by the Provincial Government giving it broad privileges, the Shawinigan Water and Power Company was incorporated on January 15th, 1898, and immediately commenced active preparation for the development of the power of

Shawinigan Falls, the energy of which had for all time lain dormant. The St. Maurice River has a total length of over 400 miles and is fed by innumerable lakes and streams. The drainage area is about 18,000 square miles, and this territory is almost wholly

covered with dense forests, which ensure a steady flow of water throughout the entire year, the normal flow of water being 26,000 cubic feet per second, rendering it practicable to develop for commercial purposes 100,000 horse-power. Shawinigan Falls is distant

21 miles from Three Rivers, 90 miles from Quebec and 84 miles from Montreal, all of which cities are situated on the St. Lawrence River and are ports for ocean going vessels.

The Lake St. John region offers many advantages to the capitalist. The timber of its forests and the water-power of its numerous rivers are practically inexhaustible. Mr. J. C. Langelier, an official of the Provincial Government, has made a rough estimate of the extent of the water-powers now available for manufacturing purposes in the immediate vicinity of Lake St. John. Of a very small section of one river he says: "Starting from the terminus of steam navigation on the Grand Peribonca, about 14 miles from Lake St. John, and traversing a length of five or six miles in an ascending direction, this river hurls itself through a series of cascades and falls, making a very Niagara of it as regards water-power. In this distance are seven cascades or falls, piled, as it were, one above the other and which could easily develop an energy of 300,000 horse-power." He further estimated that a line drawn around Lake St. John, only a dozen miles to the north of that lake, thirty to the north-west, fifty to the west, two to the south and ten to the east, would include within its limits a sufficiency of rapids and cataracts to furnish over 653,000 horse-power. How indefinitely might

these figures be enlarged if the whole of the waters of the rivers flowing into Lake St. John were to be taken into consideration! Then there are the enormous cataracts of those northern rivers flowing into James Bay, the southern arm of the Hudson Bay.

Throughout the Province of Quebec are many other gigantic water-powers awaiting development, one of these northern rivers alone even exceeding in horse-power the Hamilton River before mentioned. On the Saguenay River, near the town of Chicoutimi, are immense water-powers; also along the St. Lawrence, Richelieu and Ottawa Rivers, and along the courses of many of the rivers flowing into the Ottawa.

Only a mere tithe of these great sources of power has, so far, been developed, but the day is rapidly approaching when the immeasurable water powers of its vast rivers will form perhaps the chief commercial asset of the ancient and historic Province of Quebec.



MONTMORENCY FALLS



SHAWINIGAN FALLS—150 FEET HIGH—100,000 HORSE-POWER

Red River Settlement

"THE Red River Settlement," wrote Robert M. Ballantyne, more than fifty years ago, in his book on Hudson Bay, "is, to use a high-flown expression, an oasis in the desert, and may be likened to a spot upon the moon, or a solitary ship upon the ocean. In plain English, it is an isolated settlement on the borders of one of the vast prairies of North America."

The little settlement that Ballantyne described as an oasis in the desert has expanded into the vigorous, self-governing Province of Manitoba, and the desert itself is now admitted the world over to be the great wheat belt of the continent, known to the people of the Eastern Provinces and to the homeseekers of other lands as the fertile Canadian West. Outside of the little settlement, scattered along a short strip of the bank of the Red River fifty years ago, that prairie and the great lone north country beyond was a land unknown except to the officers and trappers of the Hudson's Bay Company, a company which monopolized the trade of that vast region and exercised over it a sway but little short of absolute. All that part of the Canada of to-day was administered for many years by a trading corporation; and it was not until after Confederation that the territory and the functions of Government passed to the Federal authorities of the Dominion.

It is doubtful if there is on this continent another organization that has been continuously in business for so many years as the Hudson's Bay Company. Almost three hundred and thirty-four years have passed since its original charter was granted by King Charles II. to Prince Rupert and seventeen noblemen and gentlemen who were described as "The Governor and Company of Adventurers of England trading in Hudson Bay."

It was set forth in their charter that the gentlemen named "have at their own great cost and charges undertaken an expedition to Hudson Bay, in the north-west part of America, for the discovery of a new passage into the South Sea," and for the purpose of trade. All the lands of that vast region were placed under the government of the Company and it was empowered to appoint governors and other officers who were given authority "to judge all cases according to the law of England." The Company was also given the right to raise military forces to protect itself and its property. It was under such a charter as this that the Hudson's Bay Company came into existence on May 2, 1670.

For more than a century the company confined its enterprises to the coast districts. Down to 1713 it had to contend against the hostility of the French of Canada, who destroyed the Company's forts, ruined its goods and captured its ships. But by the treaty of Utrecht, 1713, the French ceded Acadia (Nova Scotia and New Brunswick) to Great Britain and abandoned all claim to the Hudson Bay region. In 1763 all of French Canada passed to Great Britain, and hunters and traders now began to penetrate the far west, by way of the Saskatchewan River towards the Rocky Mountains in search of trade with the Indians. In 1783, a rival company was formed in Montreal known as the North-West Fur Company. It established many trading posts in the Canadian West and the rivalry between its men and those of the Hudson's Bay Company became so keen that actual warfare broke out and battles were fought, in which a number of lives were lost. In 1821 the two rivals united and the trade was continued under the name of the older concern. In 1838 the Hudson's Bay Company again acquired the sole right of trading for itself for a period of twenty-one years. On the expiration of this term the fur trade in British North America was thrown open to the world.

In 1857 a select committee of the British House of Commons held an enquiry into the extent and character of the British possessions in North America over which the Company exercised the power of Government. Chief-Justice Draper, of Upper Canada (now the Province of Ontario), represented Canada before that committee, and in the course of one of his addresses he made a

prophecy which at that time seemed visionary, indeed, but which the present generation has seen fulfilled, even in a larger measure than Chief-Justice Draper dared hope. In that address he said: "I hope you will not laugh at me as very visionary, but I hope to see the time, or that my children may see the time, when there is a railway going all across that country and ending at the Pacific; and as far as individual opinion goes, I entertain no doubt that the time will arrive when it will be accomplished." Twenty-eight years later the railway that the Canadian Chief-Justice saw in his mind's eye was an accomplished fact.

A writer, familiar with the conditions prevailing in the service of the Company years ago and at the present time, gives the following description: "Thousands of miles separated the more distant posts from those which may be termed the shipping ports. The life of many of the officers of the Company can be readily imagined. They saw few people of their own kith and kin, or of their own race, except at long intervals. There were occasional councils and gatherings at central places, but their visits to civilization were few and far between. In fact they were more or less out of the world. Letters reached them in many places only once a year, and in some places not so often. Newspapers and magazines were many months old when received, and the most important events happened without their knowing anything about them for long afterwards. In the plains where the buffalo were numerous, and in some other districts, they lived well; but in British Columbia, and in the more northern part of the Territories, including the Yukon district, the struggle for existence was hard and the living precarious. The officers had plenty of time for reading and meditation, and the life must have had its attractions, for the officers were devoted to their posts and to their work. The great event of the year was the arrival of the stores and the mails. The canoes, boats or dog trains which took in the supplies carried away the proceeds of the year's trading. Most of the Company's exports to Europe were then carried in its own vessels by way of Hudson Bay.

"Since the opening up of the country, methods have somewhat changed, although the more distant posts even now remain in a state of isolation. There is very little difference in the bulk of the fur trade, although its distribution has naturally varied a good deal. Moose Factory is still the depot of what is called the southern department, and is a place of much importance, a vessel going there from London every June and returning in October or November. York Factory is not so prominent as formerly, when it was the depot and port of entry for the whole northern department. It remains, however, the headquarters for the fur trade districts round that part of the Bay, and a steamer proceeds there yearly from London, calling at Labrador ports on the way out and home. Winnipeg is the great collecting and distributing centre for the north and north-west. The furs from that region are despatched thence to Montreal. Supplies for the same districts are also arranged through Winnipeg. Victoria and Vancouver are the depots for the British Columbia trade. Furs from the interior are collected there for despatch to London by way of Montreal. Goods are also sent to Victoria and Vancouver by rail or by ship for distribution in the interior. The Company's posts in the east are supplied by way of Montreal. Canoe journeys and dog trains are not much in vogue, unless in the more inaccessible districts. The railway now plays an important part in the carriage of the trade of the Hudson's Bay Company, and there are also steamers on the lakes and rivers in the far north, wherever such waterways can be utilized."

Sir Edward Watkin, in his memoirs, gives some particulars, which are historically interesting, of the exchange of commodities between the Company and the Indians. The system of trade was a simple barter. The equivalent of value was beaver skin, while

skins of less value were again calculated as so many of each for one beaver; a pound and a half of gunpowder, one beaver; one blanket, six beavers; two bayonets, one beaver; four fire-steels, one beaver; one pistol, one beaver; twelve needles, one beaver; one four-foot gun, twelve beavers; three knives, one beaver; and so on over a long list of various articles.

In 1869 the Company sold its territorial rights to the British Government for an indemnity of £300,000, the Company also retaining the land around its various trading posts, and, in addition, one-twentieth of the entire region. The territory was at once turned over to the Canadian Government. In 1870 the eastern portion was organized into the Province of Manitoba, and the remainder now forms the North-West Territories and the districts of the far Canadian West.

Lord Strathcona and Mount Royal was the last Governor of the Company who administered government throughout the vast

region committed to its care by the terms of its original charter. He is still the Governor, but the Company now confines its operations to trade and colonization.

In writing of the part the Company played in assisting to keep the British flag flying on this continent, Lord Strathcona and Mount Royal says: "It will be remembered that the Hudson's Bay Company was the means of maintaining for over a century and a half British influence in a territory more than half as large as Europe, which under other circumstances might not have remained under the Union Jack; and that its work paved the way for the consolidation of the Dominion of Canada, enabling the United Federation to extend its limits from the Atlantic to the Pacific and from the international boundary to the far north."

To-day the head offices of the Company in Canada are in the city of Winnipeg, Manitoba, and the chief executive officer in Canada is the Commissioner, C. C. Chipman.

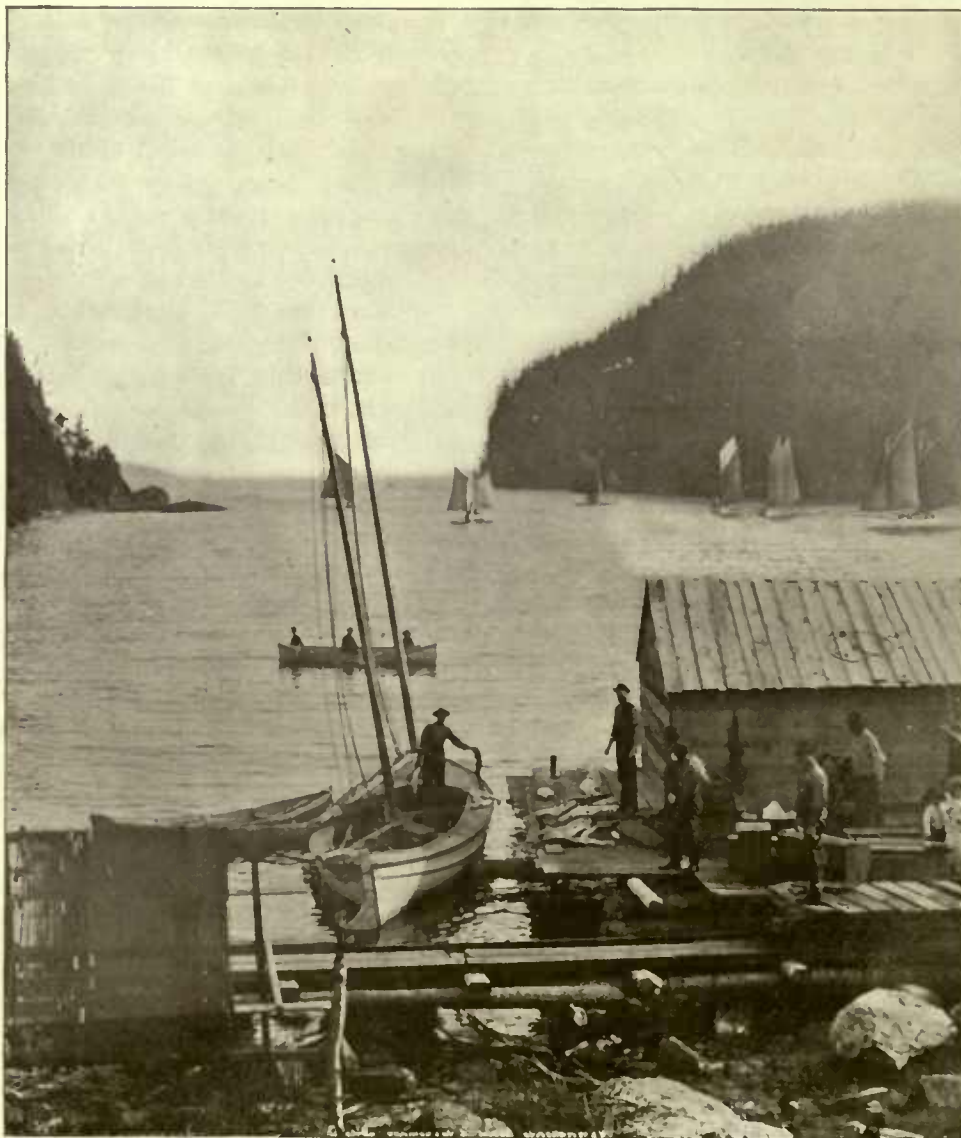


Fishing Along the North Shore

Lake Superior

THE long stretch of country between Heron Bay and Fort William is a good game region, rough and wild in the extreme, and contains some of the very finest trout streams on the continent, including the world-renowned Nipigon River and Lake. Many of the rivers and brooks in this section, and the numerous lakes, great and small, have never been fished, but such as have been tried have richly rewarded the experiment. Steel River offers some of the choicest trout fishing available outside of Nipigon. It has several small falls and rapids and deep pools, and, in fact, it is just the stream an angler loves, and wonderful catches may be made either by following it upward or by fishing near its mouth, using either flies, worms, minnow, or artificial lures. Other trout-haunted tributaries of the north shore are the Mink, Black, Maggot, Gravel, Cypress, Prairie, Jack Pine, Trout Creek, Wolfe, McKenzie, and Current Rivers, and there are several others within easy reach. In all of these trout are numerous. To fish these rivers to advantage it is usually best to camp out; but that only adds to the enjoyment of a holiday in this lone, romantic land.

THE Nipigon is the most famous of all the streams of the north shore and nobody should fail to make the trip by canoe from its mouth to the parent lake above. The Nipigon is some thirty-one miles long, and connects Lake Nipigon with Superior, its waters emptying into Nipigon Bay. To fish the river properly you must camp, and there is no difficulty in obtaining guides (Indians) and canoes at Red Rock, Nipigon, Ont., a Hudson's Bay Company's post. All necessaries for ordinary camping parties can also be obtained there. A trip up the river means living under canvas. There are many beautiful sites for a camp all along the river. Trout scaling from two to five pounds may be readily taken on any of the best pools, and whitefish are plentiful and afford fine sport, rising eagerly at "gnat flies." The Nipigon falls 313 feet in its course of thirty-one miles, and varies greatly in width, narrowing to about 150 yards one mile from its mouth, but broadening at other points into a noble stream. Lake Nipigon is a grand sheet of water, seventy miles long and fifty miles wide, studded with nearly one thousand islands, and fed by uncounted trout streams.

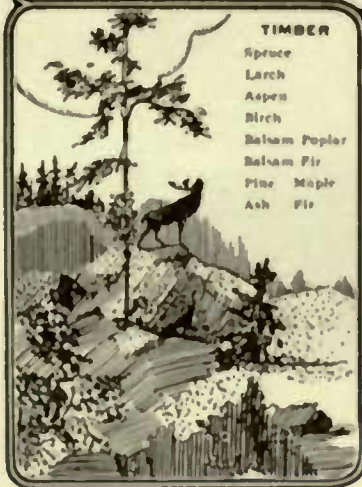


PORT COLDWELL, LAKE SUPERIOR

Area - 42,734 square miles

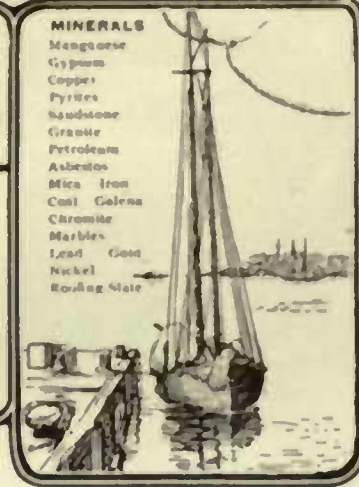
Newfoundland

Population - 220,000



TIMBER

Spruce
Larch
Aspen
Birch
Balsam Poplar
Balsam Fir
Pine Maple
Ash Fir



MINERALS

Manganese
Gypsum
Copper
Pyrites
Sandstone
Granite
Petroleum
Asbestos
Mica Iron
Coal Galena
Chromite
Marbles
Lead Gold
Nickel
Bowling Stone

and Labrador

LABRADOR—Area, 12,000 square miles

Map showing size of Newfoundland (black part of Map) compared with all British North America and also the British Isles

LABRADOR—Population included under Newfoundland

Newfoundland ranks sixth in the list of copper producing countries of the world. Its mines have been in operation since 1864, and have produced in the neighborhood of 9,000,000 tons of ore. In the Bay of Notre Dame a number of mines are situated at Tilt Cove, Betts Cove and Little Bay. The Geological Survey of Canada reports show that copper-bearing rocks are to be found spread over an area of 5,000 square miles.

The exploitation of the forest resources of Newfoundland is but begun. Developments have taken place in the lumber industry within recent years, large holdings now being controlled by The Exploits Lumber Company, The St. George's Bay Lumber Company and the Parrsboro Lumber Company, &c.

The whale factory at Cape Broyle has a record of 211 whales the past season.

The tobacco manufacturing interests of St. John's are to amalgamate and will run as one concern.

It is reported that parties from Canada and the United States have formed another large lumber syndicate to work like the Estates Co. They have acquired land by purchase and will begin operations in the spring.

Shares are being rapidly subscribed for the new boot and shoe factory to be erected at St. John's next summer. Enquiries are being made also as to whether a large ready-made clothing factory would be a paying concern.

This season has been unpropitious for lumber men. The early winter has passed and few logs have been got out, owing to the ground and marshes being too soft for horses. The setting in of the winter is earnestly looked forward to for a big boom.

Parties in St. John's have applied to the Canadian Department of Fisheries for a supply of salmon eggs to deposit in the rivers of the island colony. Owing to excessive fishing the salmon of Newfoundland are in danger of depletion and for the purpose of restocking, as well as to improve the breed, it is desired to introduce the Canadian eggs.

The copper mine at Olerin will be worked early in the spring. The claim was in suspense for a long time, owing to some former grant to the estate of the late C. F. Bennett, which renders it necessary to have specific legislation to adjust the matter. The necessary legislation is purely formal, and will be attended to during the coming session of the Legislature.

Captain Farquhar has sold his well-known sealing steamer "Newfoundland" to the firm of Harvey & Company, St. John's, of which A. Harvey is managing owner. She will continue in the seal fishery, which will be prosecuted this year with more vigor than ever from Newfoundland, there being twenty-six steamers now, where only twenty-one were engaged last year.

Advices from Northern and Southern Brazil—where Newfoundland merchants dispose of much of the annual fish crop—report strong markets and a good demand. The Oporto markets, which had fallen

off to some extent owing to excessive shipments, have again recovered their equilibrium. The latest advices from that market, by way of London, report a better tone, the demand being good and stocks not excessive.

The Dominion Iron & Steel Company has completely closed down for the season at Bell Island. The Nova Scotia Steel Company has seventy men working at present, but expect to have about 250 men employed almost immediately. They are now building a new air-compressor and crusher, which mean added employment. All the work this winter will be done under ground. One of the tunnels is said to be the finest in the world of its kind. Another, some distance, will be connected with the principal one. Ten drifts are now being opened.

The United Towns Electrical Co. is the name of a new electrical enterprise, the provisional directors of which will conduct affairs till the general meeting of shareholders this month, when an election of officers will take place. The plant will be installed at Victoria Village, about three miles from Carbonar, on the Heart's Content Road. The water power there is said to be the finest in Conception Bay, being equal to 500 horse-power. The machinery will be erected in early spring, and the towns of Harbor Grace, Carbonar and Heart's Content will therefore soon be lit up by electricity. The provisional directors are—A. Penny, President; O. V. Travers, Secretary-Treasurer; W. H. Thompson, W. Duff and D. Munn.

United States capitalists are among the foremost in developing the wealth of Newfoundland. Of such interests may be mentioned the York Harbor copper mine, the Benoit chrome mine, the Valley Island and the Bay Vert pyrites mines. The York Harbor deposits are the richest copper beds in the world, and the present owners are spending \$250,000 in their development. In the lumber industry the company headed by Mr. H. M. Whitney, of Boston, has acquired several large properties in the Colony, and is operating them on a hitherto unequalled scale. Mr. George J. Barker, of Boston, has also acquired a large grant, and is developing it extensively. An American syndicate is now negotiating for forest tracts on the west coast for charcoal manufacture as well as ordinary lumbering. There is room for the sale of large quantities of machinery for lumbering and pulp making. Harmsworth, the great London publisher, has secured a large forest area and is now

arranging for the establishment of a pulp and paper making plant to cost \$2,500,000. The United States practically controls the trade in agricultural machinery at present, but an aggressive campaign by Canadian manufacturers in this and other lines would open up a profitable market.

The prospecting of Newfoundland's coal areas on a large scale is certain in the coming spring. The special expert, Mr. Chance, employed by the Government and Messrs. Harmsworth, of London jointly to investigate the coal beds at Grand Lake, has reported favorably on them and they will be made the subject of tests which will prove for all time their commercial value. The existence of coal in different parts of the Island was determined sixty years ago by an eminent geologist of that time, Prof. J. B. Pikes, director of the Irish Geological Survey, who visited this country at the instance of the British Government to determine several geological problems of interest which it presented. He reported the existence of coal beds and uncovered them for some distance. But then the matter languished until 1873, when the present Geological Surveyor, Mr. Howley, found seams near Robinson's Head, following this discovery up by locating other beds at St. George's and Grand Lake. The Messrs. Reid some five years ago started to develop the latter, but after expending about \$100,000 at the work, they abandoned it. The believers in the commercial value of the deposits did not lose faith at this, but urged Governmental action to deal with the matter, and the result has been the arrangement with Messrs. Harmsworth. The present local market for coal is 150,000 tons annually, but as manufacturing advances the demand will be increased, and with the pulp areas in the vicinity of Grand Lake available for this, there is every encouragement to proceed. Moreover, throughout all the fishing hamlets round our extensive seaboard, wood is the only fuel used, coal being unknown, but if it could be produced locally and sold at reasonable figures there would undoubtedly be a large trade worked up in it. The pulp-making possibilities are, however, the ones which chiefly hinge upon it. They are known to be most promising and their utilization will not be much longer delayed. They will, when agoing, require a whole fleet of steamers to carry their products to market, and as the lumber fleet will also be extensive, it is evident that they will make substantial calls on the products of the mines.

Nova Scotia

Area—21,428 square miles.

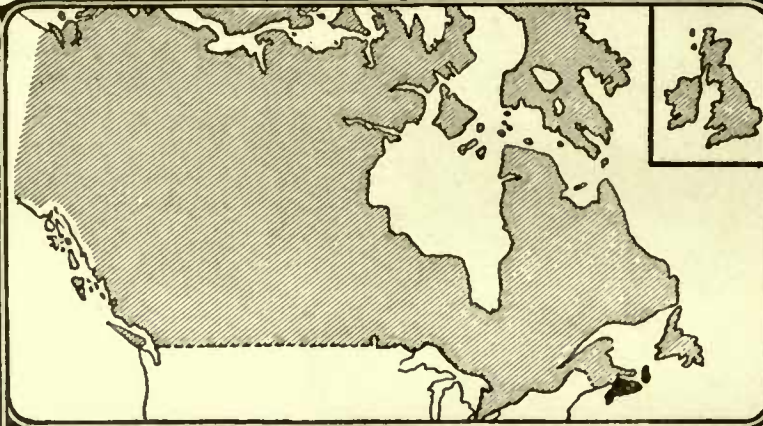
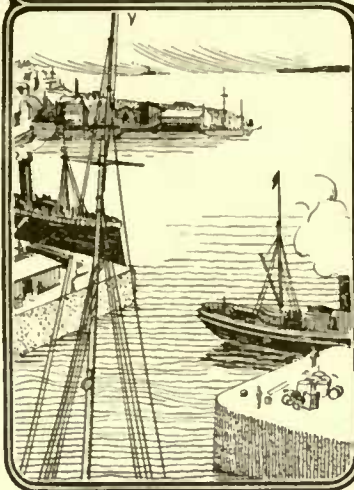
Population—459,574

TIMBER

Maple	Oak	Pine	Spruce
Cherry	Beech	Hemlock	
Helm	Poplar	Elm	
Birch	Arbutus	Vine	Tamarac

MINERALS

Coal	Manganese	Antimony
Iron	Gold	Gypsum
Copper		&c



Map showing size of Nova Scotia (black part of Map) compared with all British North America and also the British Isles

The province contains nearly fourteen millions of acres, of which nearly one-fifth part consists of lakes and streams. Five or six million acres of land are fit for tillage. From the appearance of the coast no idea can be formed of the beauty and fertility of the interior. The coast is indented with numerous excellent harbors, most of which are easy of access, safe and commodious.

The climate of Nova Scotia is tonic and bracing. The temperature is more equable than that of any other part of the Dominion.

For all the fruits of the temperate zone the soil and climate of Nova Scotia are favorable. Fruit raising is at present chiefly confined to three counties, viz., Annapolis, Hants and Kings, out of eighteen comprising the province. The annual crop of apples exceeds half a million barrels from the districts referred to, most of which is exported. Peaches, plums, cherries, strawberries, raspberries and tomatoes give large yields with little attention. Considerable quantities are supplied regularly to New York, Boston, and other towns on the United States seaboard.

Alfred Newcombe, of Upper Canada, this season picked one hundred and three barrels of Blenheim pippins from five trees!

The imports of the province of Nova Scotia for 1903 were \$13,481,917, and the exports \$17,016,554, a total for the province of \$30,498,471.

The Swedish steamer Oscar II, Capt. Paterson, sailed from Sydney, recently, for Stockholm, Sweden, with a cargo of 5,000 tons of coal.

The steamer "Troll" sailed from Sydney last month for Glasgow, Scotland, with a cargo of 3,506 tons of pig iron and 621 tons of steel—the largest shipment of these Canadian products ever sent to Britain.

The Nova Scotia Steel and Coal Co. is likely at an early date to purchase valuable and extensive iron areas in Cuba. They have already secured options on several properties there, and Robert E. Chambers, who had charge of the Company's iron mines at Bell Island, is now on his way to Cuba to examine the properties there and report on them.

Lobster fishing is one of the leading industries of the province. The value of last year's output was over a million dollars. There are some five hundred canneries along the shores that ship their products to Boston, New York, and various European markets. Besides the finished product, great numbers of these fish are also exported alive in tanks.

The Dominion Iron & Steel Company has secured control of a tract of fifteen miles square on the Austin Brook, in Gloucester county, where there are said to be large deposits of magnetic iron ore, and it is believed will operate there, mining the ore and carrying it to Sydney. A railway, probably to Shippegan harbor, is talked of, so that the ore can be shipped.

Hon. R. Drummond places the coal shipments of the province at 4,700,000 tons, an increase of 350,000 tons. The shipments of the Nova Scotia Steel & Coal Company increased 200,000 tons, while those of the Dominion Coal Company, owing to the fire

The fisheries of Nova Scotia have long been celebrated. No country in the world can exceed this province in its variety of delicious fish and its inexhaustible quantity. There are cod, haddock, mackerel, herring, alewives, pollack, hake, halibut, eels, shad, salmon, trout, grayling, perch, smelt, etc., and also a splendid supply of shell fish.

Nova Scotia contains large tracts of woodland, which produce timber for manufacturing into lumber for exportation. Large quantities of pine, spruce, hemlock, hardwood, deals, scantling, staves, etc., are annually shipped from the different ports in the province to the West Indies, United States and Europe.

The valuable mineral resources of Nova Scotia are being rapidly developed. It is one of the few countries which have workable deposits of coal, iron and gold side by side.

Nova Scotia affords numberless facilities for manufactures on account of its inexhaustible water powers and the abundance of coal and iron.

in one of the Company's collieries, fell off 120,000 tons. Mr. Drummond predicts that this year Nova Scotia's coal shipments will pass the 5,000,000 ton mark, and that at the beginning of 1906 this province will be in a position to ship 7,000,000 tons.

Very extensive deposits of nickeliferous copper have been found at Cheticamp, in the northern part of Cape Breton. The Provincial Department of Mines states that one ore body is two hundred and seventy feet wide, carrying gold and silver besides other metals. Dr. Gilpin, Deputy Commissioner of Mines, expresses the opinion that from present indications the find will rank among the largest copper mines in the world. The copper ore appears to be an almost solid mountain of mineralized rock, the ledge rising over a thousand feet in a bald bluff, practically at tidewater.

Mr. G. W. Henderson, who has been acting manager of the United Lumber Company about a year, has been recently appointed manager of the Gaspereaux Company, which operates about 45,000 acres of timber land in the neighborhood of Kentville. Mr. Henderson stated recently that he expected there would be a large output of lumber during the coming season from all the companies operating in Nova Scotia. The United Lumber Company alone would cut about ten million feet on the St. Mary's property, lately purchased by Alfred Dickie, and would also have about eight million of logs at their Jordan River mills.

The Pictou Quarries Co., one of Pictou's growing industries, is in a very flourishing condition. Although they have just completed their second season since incorporation they are now engaged in constructing a branch line of railway from their quarries to the terminus of the I.C.R. there. Ten cargoes and fifty cars of freestone were shipped by them this season, and they had many more orders which they were unable to fill owing to their somewhat cramped facilities for shipment. However, with the completion of the present branch track direct to their derrick, they expect to be in a position to fill all orders promptly the coming season.

The directors of the Nova Scotia Steel & Coal Company met at New Glasgow recently. John F. Stairs, the president, R. E. Haris, J. Walter Allison and George Stairs being present from Halifax. The company's year, which ended with December, was reviewed. The output of coal at Sydney Mines was shown to be 80 per cent. greater than last year, and the output of the marsh mine, near New Glasgow, 75 per cent. in advance of that of last year. The two new collieries at Sydney Mines, which were started in 1902, had been carried to the producing stage and although not yet fully completed, or brought up to their maximum capacity, produced nearly 200,000 tons during the year. The whole output of coal will be nearly half a million.

Eighty thousand acres of timber lands have been added to the holdings of Mr. Alfred Dickie, of Stewiacke, who completed the purchase of the United Lumber Co.'s property on the St. Mary's River recently. The areas are well wooded and are easily worked. The purchase price is nearly \$150,000. The mill, stores, etc., of the United Lumber Co. passed with the property and Mr. Dickie entered into immediate possession. The United Lumber Co. will, however, continue the operations this season, having contracted with Mr. Dickie to put in and drive to the mill at Sherbrooke nine million feet of logs. In the spring Mr. Dickie's own staff will operate the mill. Mr. Dickie owns all the mills operating on the eastern shore of the Province, except the one at Sheet Harbor, owned by Rhodes, Curry & Co., and is by far the largest operator in Nova Scotia. His holdings at Tusket River, Stewiacke, Liscomb, Ship Harbor, St. Mary's and Musquodoboit, will aggregate about half a million acres, on nearly all of which lumbering is being carried on. In addition he has extensive interests in Labrador, where he is erecting large mills, from which the first shipment was made last summer. The United Lumber Company still owns large timber limits in the Jordan and Clyde Rivers aggregating about 150,000 acres. The Jordan River property is being operated to its fullest extent and a large output this winter is expected.

New Brunswick

TIMBER

Maple	Spruce	Oak
Cherry	Hemlock	Beech
Ash	Pir	Poplar
Elm	Tamarac	Arbor Vitæ
Birch		Pine

MINERALS

Salt		Nickel
Sandstone	Antimony	Manganese
Granite	Copper	Coal
Limestone	Graphite	Gypsum
Clays, &c.		



Area—27,985 square miles



Population—331,120

and Prince Edward Island

P. E. ISLAND—Area, 2,184 square miles

Map showing size of New Brunswick and Prince Edward Island (black part of Map) compared with all British North America and also the British Isles.

P. E. ISLAND—Population, 103,259

This province produces every kind of grain and root crop produced in England, as well as some that do not come to maturity in the climate of the Motherland. Much attention is now being given to dairying, with the best results. All kinds of garden vegetables and all the fruits of the temperate zone are grown in abundance.

The industry which employs the most men and yields the largest returns is the lumber trade.

New Brunswick, owing to its cheap coal and its proximity to the markets of the world, has many advantages as a manufacturing country.

Prince Edward Island, "The Garden of the Gulf," is famed for the fertility of its soil. The whole island consists of valuable cultivable land, and the soil is well watered with numerous springs and rivers. All kinds of grain and vegetables grown in England ripen here to perfection. Potatoes are exported in immense quantities. The manufactures are limited.

The fisheries are valuable, and employ a large number of men. Most of the fish caught are identical with the same species in Europe. Every river, brook, and lake abounds with fish.

There is much mineral wealth throughout the province and a number of mines have been successfully worked.

The province is noted for its sport, and useful guides may be found, for hunting and fishing expeditions, among the Indians.

Prince Edward Island is the best fishing station in the Gulf of St. Lawrence, yet the fisheries have not received the attention they deserve. This industry is capable of vast development.

Of late years considerable attention has been given to the raising of live stock for export.

New Brunswick

The influx of immigrants still continues. Every vessel arriving in St. John has its quota. The Lake Erie brought over 400, and the Ionia had 200. Nearly all will go to Western Canada or will distribute themselves along the line of the Minneapolis, St. Paul and Sault Ste. Marie Railway.

Coal mining in Queens County is to be very largely developed. Branch lines of railway from the Chipman-Minto line have been built to all the mines by the James Barnes Construction Company. The outlook is for a very large output, and there is a market for all the coal that can be taken out.

Smelt fishermen at Buctouche are reaping a harvest. The smelts are of very large size, and are very plentiful, some fishermen taking as high as \$100 worth a day. Five and one-quarter cents a pound is paid for smelts at Buctouche. Many carloads have already been shipped to the United States.

The C. P. R. steamer Montfort, which sailed from St. John for Bristol, recently, took away, besides a large general cargo, 609 head of cattle, and 1,114 sheep. The Castalia, which followed, had on board 714 head of cattle, 143 sheep and two horses. The Oriana, for South African ports, carried 300 head of cattle.

Mr. Clair, of Black River, near Fredericton, has disposed of his season's lumber cut of about 3,000,000 feet to the Scott Lumber Company. Mr. Clair is to deliver the logs at the Fredericton booms in the spring. The Scott Lumber Company expects to cut 20,000,000 during the present winter, and now have nearly 1,000 men, including jobbers, employed in different camps.

Mr. Albert Sear has closed his cheese factory at Penobscus, and reports a very successful season. He received 1,252,177 lbs. milk, which made 131,079 lbs. cheese, and brought in \$13,707.88. The price paid for milk averaged for the season a little over 96 cts. per 100 lbs. The output of the factory has had a steady increase from 40,376 lbs. cheese in 1898, to 131,079 in 1903.

Important construction work will be done on the New Brunswick Southern Railway during the present year. Col. McLean, who is President of the Company, attended a meeting in New York at which it was decided to engage Matthew Neilson, C.E., to go over the line and to submit a report on the work necessary to put it in condition to handle through business. Mr. Neilson will begin work at once and a call is issued for offers for 150,000 ties.

James P. Geddes, of New York, Manager of the Canadian Coal Mining Company, has asked the Provincial Government to approve legislation for a charter to build a railway from their mine in Kent County to Richibucto, eight miles, and also a road to the Intercolonial Railway, six miles, to Coal Branch. They also propose to build to Chipman. Mr. Geddes says the Company is backed strongly by United States capitalists, and has acquired licenses over eighty miles of ground which, their claim is, contains 60,000,000 tons of coal of excellent quality.

Provided proper transportation facilities are secured the Dominion Iron and Steel Company will, in the spring, have miners working on a deposit of magnetic iron ore about twenty miles from Bathurst. The Company has secured control of fifteen square miles of land up the Nipissiquit River where is a large deposit of magnetic iron and manganese. Work to determine the value will be done next spring, and, meantime, a shipping port for export to Sydney and also railway facilities are being looked into. Shippegan harbor is spoken of as a likely shipping port.

During 1903 the lumber shipments from St. John were not so large as in previous years. Last year the shipments were 174,360,562 superficial feet as compared with 199,858,736 superficial feet in 1902. W. M. McKay's shipments were 98,972,137 feet in 1903 and 107,253,326 feet in 1902. The A. G. Gibson Railway & Manufacturing Company shipped 25,619,521 feet as against 35,046,877 in 1902. Geo. McKean shipped 29,665,471 feet in 1903 and 34,392,193 feet in 1902. Other shippers sent 20,103,433

feet last year and 23,166,340 feet in 1902. Of pine 48 tons were shipped, and of birch 4,498 tons, compared with 103 tons of pine, and 2,229 tons of birch in 1902. Mr. Mackay was the principal exporter, supplying all the pine and 3,869 tons of the birch. Dalhousie and Campbellton shipped 38,985,746 feet last year as against 50,486,229 in 1902; Bathurst last year shipments were 20,770,642 as against 20,874,278; Miramichi, with outports of Richibucto and Buctouche, sent away 111,426,405 feet as against 129,486,269; outports of Sackville shipped 8,545,560 compared with 17,526,150, and outports of Moncton sent 34,272,799, as compared with 27,450,500 in 1902. For all New Brunswick the shipments in 1903 were 388,361,705 feet as against 445,682,162 feet in 1902. The shipments were probably more profitable, however, for during the greater part of 1903 high prices were received.

Prince Edward Island

Work continues brisk at the Port Hood coal mines. Schooners are arriving every day to take cargo. Port Hood coal shipments for the month of November were more than seventy per cent. greater than in the same month last year. The shipments for eleven months are double the total amount shipped during the same period in 1902.

The Murray Harbor Railway, which has been extended as far as Murray River, a distance of 24½ miles from Charlottetown, will, when completed to Guernsey Point, open up one of the finest sections of the Province, and the rich lands of Uigg, Melville, Montague, Belle River, and Murray Harbor, will become excellent feeders. The work will be completed in the autumn of 1904.

The Fruit Growers' Association of Prince Edward Island is making energetic and successful efforts to encourage apple-culture. In view of the undoubted success of Nova Scotia in this respect the Association is confident that well directed and steadily sustained efforts on the part of the farmers of the Province will result in the near future in the export of one million dollars' worth of the fruit.

Quebec

MINERALS

Gold Iron Silver
Mica Copper Lead
Phosphate Asbestos Pearl
Graphite Chromite Petroleum

TIMBER

Basswood Chestnut Black Walnut
Maple Beech Giant Arbor
Cherry Poplar Pine Birch
Asit Cottonwood Spruce
Elm Oak Hutternut Hemlock
Ironwood Fir Tamarac



Area—351,873 square miles



Map showing size of Quebec (black part of Map) compared with all British North America and also the British Isles



Population—1,648,898

The soil of much of this, the second largest province of the Dominion, is capable of high cultivation. Many of the fruits of the temperate zone here grow to perfection and in abundance. Quebec has immense tracts of forest land and a large lumber trade. It is rich in minerals, including gold, silver, copper, iron, plumbago, galena, felspar, limestone, asbestos and mica. Its fisheries are amongst the most valuable in Canada.

The inhabitants of the British Islands and of France will find themselves at home in the Province of Quebec, the English and French languages both being spoken.

The winters in Quebec are moderately cold, and the summers somewhat similar to those of France. The climate of Quebec is one of the healthiest under the sun.

The D. A. McPherson Produce Company has been incorporated at Montreal with a capital of \$200,000.

The firm of Alex. McArthur and Company has been incorporated at Montreal to deal in paper, paper products, and tar. Capital, \$180,000.

A petition is being very generally circulated among the farmers between St. Jerome and Ste. Sophie, asking that a loop line be constructed from St. Antoine to Charlemagne, taking in the towns of Ste. Anne and Mascouche. This extension to the Great Northern Railway would not only open up a new section of country, but would also give a more direct route from the west than is now enjoyed.

Incorporation by letters patent has been granted to the Imperial Button Works, Montreal, with a capital of \$100,000; the Mutual Credit Association, Montreal, general trade and commerce, with a capital stock of \$120,000; the Consolidated Steamship Company, with a capital stock of \$40,000; the Laferrière Lumber Company, Montreal, with a capital stock of \$120,000; the Consolidated Rubber Tile Company, Montreal, with a capital stock of \$50,000, and the Northern Industrial Company, Montreal, with a capital stock of \$50,000.

A syndicate of American and Canadian capitalists, headed by J. W. Drake, of the firm of Drake & Gates, of Chicago and New York, are reported to have practically completed arrangements for the construction in Quebec of the largest hotel in the Dominion. The site will be near the old Kent gate and the parliament buildings, on land on which the option has been secured. No estimate of the cost has been given out, but it is said that the construction will begin early in the spring, and that the hotel will be ready for guests in the spring of 1905.

Sir James Laing & Son, of Sunderland, Eng., have just received a contract from the Quebec Steamship Company for a twin-screw steel steamer of 5,000 tons, capable of sustaining a sea-speed of sixteen knots. The steamer is to be ready on November 1 this year. The steamer's dimensions will be: 425 feet long, 50 feet beam, and 36 feet 6 inches deep. She will have triple-expansion engines, with

cylinders 26, 42 and 71 inches in diameter, with a 48-inch stroke, and will be driven by three double-ended and three single-ended boilers of 200 pounds pressure. She will have accommodation for 240 saloon, 32 second class, and 48 third class passengers; she will, further, be lighted throughout by electricity, and will have a large cold storage capacity.

Mr. Arthur W. Piers, General Manager of all the steamship lines owned by the Canadian Pacific Railway, discussing recently the season's business on the Atlantic, said:—"The entire fleet carried a much greater amount of tonnage than it ever did when controlled by the Elder-Dempster Company. Besides this, the line made new records for cattle shipments, and prices up to near the end of navigation were fair. Our passenger business was heavy and showed excellent returns. The business on this line was affected to a certain extent by the strike that occurred at the opening of the season and the fact that new large sheds had to be constructed. Now that nearly all the preliminary work has been attended to, the fleet should make a better showing next year. The increased tonnage this year was, undoubtedly, due to the steamship line's connection with the railway."

The confidence that is being reposed in the stability of Canada's industrial growth is indicated in the completion, recently, at Longue Pointe, of the works of the Locomotive & Machine Co., Limited, of Montreal. Preparations have been made to build locomotive engines on a scale hitherto unknown in this country, and a branch of no inconsiderable proportions has been set in full operation for the manufacture of structural steel. The new enterprise promises well, and already some substantial orders have been completed and others are under way. The entire property covers an area of eighty-five acres. It has railway connection in the rear and extends forward to the river front. Ample provision is made for considerable building extension, for it is expected that with the era of railway building into which Canada has entered it will be necessary to enlarge the capacity. The full output under present conditions will employ about eighteen hundred men, and the result will be four complete engines a week. A capable manager and expert engineer have been placed in charge.

For pasturage the lands of Quebec are of special excellence, particularly those in the Eastern Townships and north of the St. Lawrence. Parts of the Province are especially favorable to the growth of apples and plums, and large quantities are exported. Small fruits grow everywhere in abundance. Grapes ripen in the open air in the southern and western parts of the Province. Agriculture is the chief occupation at present. Many corporations have secured immense areas of timber, mineral, mica, and other deposits, together with water-privileges generating thousands of horse power, so that, ere long, Quebec is bound to enter upon an industrial development that few provinces will be able to equal. The extension of railways has been rapid in the Province since Confederation in 1867. Many large manufactories have also been established.

The Canadian Transit Company published its prospectus recently, inviting stock subscriptions to the extent of £300,000, of which £165,000 consists of £1 ordinary shares, and £135,000 of 5 per cent. first mortgage debenture gold bonds of £20 each, secured upon the company's fleet. The company has made a contract with the new Canadian Company, Limited, for the supply of a fleet of twelve new especially designed vessels for the grain-carrying trade between the great lakes and Montreal, at a price of £275,000, also for working capital up to £25,000. The new Canadian Company is receiving £165,000 in ordinary shares and £135,000 of the Canadian Transit Company's bonds, to be delivered within seven months. With the prospectus are published letters from Hon Raymond Prefontaine, Minister of Marine, and Mr. Hugh Allan, indicating the excellent prospects of success in inland transportation. The directors are John Torrance, Robert Bickerdike, Alphonse Racine, all of Montreal; Charles Carpenter, director of the new Canadian Company, and Joseph Mellows, of London, England.

The customs collections on imports at the port of Montreal for the calendar year just closed amounted to \$12,545,826.93, as compared with \$10,984,377.31 in the preceding twelve months, or an increase of \$1,561,449.62. The following tabulated statement shows the figures month by month for 1902 and 1903:

	1902.	1903.
January	\$ 818,528.08	\$ 883,292.38
February	756,033.41	896,589.40
March	792,683.75	976,310.31
April	730,385.21	793,075.87
May	824,018.87	970,758.03
June	1,025,994.33	1,246,533.40
July	989,185.70	1,305,460.87
August	1,138,267.67	1,186,775.15
September	957,575.28	1,188,291.42
October	994,336.88	1,068,792.11
November	1,050,451.65	1,040,103.34
December	906,921.48	989,844.65
	\$10,984,377.31	\$12,545,826.93

Increase for 1903 . . . \$1,561,449.62.

The inland revenue collections for the six months since the ending of the fiscal year on June 30 amounted to \$2,233,955.33, as compared with \$2,078,298.82 for the corresponding half-year of 1902, an increase of \$154,756.51.

Ontario

TIMBER		
Basswood	Birch	Black Walnut
Maple	Oak	Pine
Cherry	Chestnut	Spruce
Ash	Elm	American Beech
Hickory	Poplar	Hemlock
Butterwood		Balsam
		Tamarac

MINERALS		
Mica	Gold	Nickel
Phosphate	Silver	Copper
Corundum	Lead	Petroleum
Asbestos	Iron	Graphite



Area—260,862 square miles



Map showing size of Ontario (black part of Map) compared with all British North America and also the British Isles



Population—2,182,947

There is a wealth of timber in this Province capable of furnishing an abundant supply both for home consumption and for every probable demand that commerce can make upon it for long years to come. The districts north of Lakes Superior and Huron are enormously rich in gold, iron, silver, copper, nickel, and other minerals. In Eastern Ontario there have been found considerable deposits of gold, galena and mica. In the southern district near

Lake Huron are the famous oil springs, and farther to the north in the same district are prolific salt wells. The climate of Ontario varies according to the latitude, altitude and situation with reference to the great lakes, but is upon the whole one of the pleasantest and most healthful in the world.

Ontario is the premier Province in respect both to the excellence of its agricultural resources and their utilization, and to the variety of its manufactures.

Rainy River has been incorporated as a town.

Prof. Macoun, horticulturist of the Ottawa Experimental Farm, is of opinion that apples may be grown as far north as James Bay.

The Damascus Gold Mining Co., Bridgeburg, has been incorporated with a capital of \$250,000 to carry on a mining, milling and reduction business.

An important discovery of asbestos was reported to the Bureau of Mines recently by Mr. Willis Brown, of Buffalo. The property is in the township of Kaladar, Addington County, and is of good quality, judging by the samples shown.

A mill and a timber limit, covering five townships in Algoma, have been purchased for \$850,000 from the Edmund Hall estate by a syndicate, including J. J. McFadden, Sault Ste. Marie; Lorne Hale and W. J. Bell, Pembroke; W. H. Loomis, Toronto, and William Anderson, Ottawa.

A consolidation of the gold mining properties of Sturgeon Lake, Ont., has been made, and a company, to be known as the Northern Light Mining and Development Co., with a capitalization of \$1,000,000, organized to develop and mine nine properties, comprising 567 acres, which embrace all the principal gold discoveries in the Sturgeon Lake country.

Mr. J. B. Miller, a son-in-law of Thomas Edison, the inventor, called at the Bureau of Mines, Toronto, recently. The discoveries of nickel in Temiskaming have greatly interested Mr. Edison, and Mr. Miller states that, if possible under the Government's new regulations, Mr. Edison's representatives will do some prospecting in Temiskaming next spring.

The Ontario Government has sent Mr. H. E. Kyle, of Oakville, to England to obtain farm laborers for next summer. He went over last March and obtained about one hundred, most of whom brought their families. He undertakes when sending out laborers that the Government will find situations for them on farms immediately upon their arrival here. The Government does not assist them in any financial way. They pay their own fares.

Robert Forbes, representing the Consolidated Copper Company of Parry Sound, and the Parry Sound Copper Company, recently expressed the

opinion, backed by twenty-five years of experience, that there are no more promising copper mines in North America than those in the Parry Sound district. The companies Mr. Forbes represents have been in operation for only four years, and have expended a million dollars on plant and prospecting work.

On the north shore of Georgian Bay R. A. McCready, of the Northern Iron Works, has a 206 acre farm on which there are five veins of iron ore. A little development work has been done on the centre vein disclosing iron ore that assays 68 per cent. hematite iron, and which is pronounced by experts to be of the finest quality. The quantity, it is understood, is vast; and there is also on the property a deposit of reddish looking earth which, on being assayed, went \$8.32 per ton in gold.

N. M. Cantin, who represents a number of capitalists, with a view to running an electric road between Stratford and St. Joseph's, on Lake Huron, recently submitted a proposition to the City Council agreeing to build the road for a fifty-year franchise, the city reserving the right to buy the road in twenty-five years. The road will run via Zurich, Hensall, Chiselhurst, Cromarty, Staffa, Fullarton Corners, Carlingford and Avonton. Exemption from taxes for twenty years is asked, or ten years after the city attains a population of 20,000.

The deer and moose hunting season in the Province of Ontario for November was even better than in previous years, as returns from the express companies and other channels show. The Canadian Express Company carried 2,950 deer, with a total weight of 309,101 pounds. This shows an increase of 682 carcasses over last year's season. These figures, however, do not give any idea of the total number of animals killed, as the major portion of them are carried home by other conveyances, and many of the hunters bring home the heads only as trophies. It is estimated that 10,000 deer were killed during the fifteen days' open season in the "Highlands of Ontario," and about 100 moose. It has been a noticeable feature that many more sportsmen than usual from the United States have gone into the hunting regions this year. The partridge and duck shooting has also been good throughout the "Highlands," but quails have been scarcer than is usual.

In a recent interview on a trip he made through the Lake Nepigon region, D. T. Burke, of Port Arthur, said: "Spruce occupies the large clay belt running from Lake St. Joe to Lake Nepigon. This belt is 600 miles long, and in some places 100 miles in width. The route of the Grand Trunk Pacific Railway will carry it right through this clay belt. It is safe to say that there will be millions of cords of pulp wood along the line of that road in Ontario alone. In some places the spruce will turn out pulp wood at the rate of 100 cords to the acre, but the average is much below this." The country, according to Mr. Burke, is one-fifth water, there being many streams running into Lake Nepigon and Lake Superior, but the pulp wood will be moved best by means of the colonization railroads rather than by the streams. The Nepigon country has escaped the fires which in former years have swept the country roundabout.

The rich corundum fields of Eastern Ontario are to be further exploited by a company composed of a number of Buffalo capitalists, who are already interested in the Niagara Falls Power Company, and who have joined with several prominent Ontario business men. The company, which is to be known as the Corundum Refiners, Ltd., has obtained control of over six hundred acres of corundum lands in Raglan township, Renfrew county, and will erect there one of the largest corundum reduction plants in the world. Among the incorporators are Messrs. H. P. Cobourn, of the Sawyer-Massey Co., Hamilton; J. N. Scathard, vice-president of the Bank of Buffalo; Charles R. Huntley, of the Buffalo General Electric Company; John C. Conway, a capitalist of Buffalo; William B. Rankin, of the Niagara Falls Power Co.; Edward Michael, Buffalo; J. H. Jewell and H. H. Dewart, K.C., Toronto; John H. Tilden, of the Gurney Tilden Co., Hamilton, and James A. Roberts, president of the United Box Board & Paper Co., of New York. The company, which is capitalized at \$1,000,000, is said to have signed an agreement for the completion of its plant by July 1905, and the entire output for the first two years has been contracted for by interests which are represented on the board of directors. Mr. P. Kirkegaard, who has been manager for the Canadian Goldfields Co. at Eldorado, will superintend the construction of the plant and will be manager for the company at the mines. One of the products of the works will be aluminum, for which there is an enormous demand in the United States. This will be the third corundum company operating in Eastern Ontario.

Manitoba

TIMBER

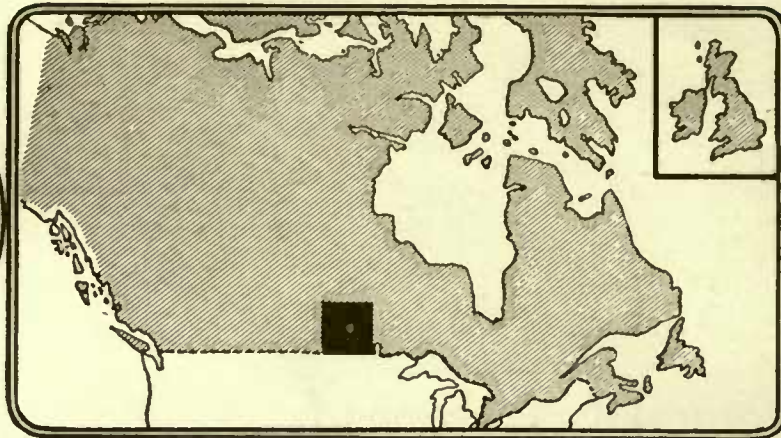
Basswood Poplar
Maple Pine
Ash Spruce
Birch

MINERALS

Iron Limestone
Gypsum Brick Clays
Dolomite



Area - 73,732 square miles



Map showing size of Manitoba (black part of Map) compared with all British North America and also the British Isles



Population - 255,211

Manitoba comprises within its limits the famed grain-growing valleys of the Assiniboia and Red Rivers. Although called the Prairie Province of Canada, Manitoba has large areas of forests, numerous rivers, and vast water expanses. Conservative estimate now places the population at 280,000. The greater proportion of these are engaged in agricultural pursuits. The majority of the settlers are from Great Britain and Eastern Canada. Of the remainder there are, besides many from the United States, large colonies of Mennonites, Icelanders, Scandinavians, Germans and other nationalities, many of whom had

but small means on arrival. Now they have comfortable homes, and are amongst the most prosperous settlers in Manitoba.

The soil is a rich, deep, argillaceous mould, or loam, resting on a deep and very tenacious clay sub-soil. It is specially adapted to wheat growing, giving a bountiful yield of the finest quality, known the world over as Manitoba No. 1 hard wheat. During the past ten years the growth of wheat and other grains has steadily increased.

The Winnipeg & Selkirk Street Railway Company are seeking power from the Provincial Legislature to build a radial railway encircling Winnipeg.

Work will be commenced at an early date on the proposed new agricultural college, which is to be erected near Winnipeg on the site recently secured by the Manitoba Government. The buildings will cost about \$150,000.

Mr. W. D. Scott, Superintendent of Immigration, interviewed recently, stated that work would start at once on the new immigration hall at Winnipeg. It is intended to have the building completed in time for the rush of 1904 immigration.

Garnets, opals and tourmalines have been found in the clay deposits near Lac Du Bonnet, a village forty miles from Winnipeg. An expert says the clay formation is the same as at Kimberley, in the Cape Colony, and that diamonds may yet be discovered in it.

An interesting report comes from Steep Rock Lake district, near Atikokan iron range, to the effect that sulphur in paying quantities has been discovered there. Messrs. Mackenzie and Mann are said to have what appears to be a big deposit of pyrites carrying from forty to forty-five per cent. of sulphur, which is considered a profitable percentage. The product is suitable for making sulphuric acid.

Sir William Van Horne, chairman of the Board of Directors of the Canadian Pacific Railway, while in Winnipeg recently, was asked what he thought of the future of Winnipeg. "I still think it will be the largest city in Canada," he said. "It is still in its infancy, though it is going ahead at a remarkable pace. It is my opinion that it is only a matter of years when it will be the banner city of the Dominion."

Preliminary steps for the formation of the "Lake Superior Seal Propagation Society" have been taken at Ashland, Mich., the object being to stock Lake Superior with fur-bearing seals. The principals of the organization are: Seben Malroff, a Russian, with thirty years' experience as a sealer; ex-Lieut.-Governor Fifield, of Wisconsin, and J. S. Robbins, of Rhinelander. It is estimated that ten male and forty female seals in the lake will increase to 1,000 in twenty years. The Apostle Islands, together with Isle Royale and the rocky shores of Lake Superior would, it is believed, be ideal breeding places.

A party of one thousand farmers will leave Yorkshire, Eng., for Winnipeg in April to settle in Manitoba. Their wives and families will join them later. This is but one of a half dozen big Canadian emigration movements from different parts of the United Kingdom. Another Yorkshire party is making arrangements to leave for Canada in the spring, and other parties, each running high into the hundreds, will leave Wiltshire, Lancashire, and various Scottish centres about the same time. In addition to the large proportion of farmers and agricultural laborers, the parties will comprise mechanics and artisans who hope for better wages in Canada. Many of them will leave England under the auspices of the Canadian government immigration offices, and in many cases land employment will be found for them by the Canadian government.

Situated in the centre of the most fertile wheat belt Brandon evidences wonderful progress and development and to-day stands in a strong commercial position. During the past year buildings to the amount of \$200,000 have been erected, yet despite these extensive building operations it is quite a difficult matter at the present time to obtain a vacant house in a desirable locality in Brandon. The trade of Brandon amounts, approximately, to the enormous sum of \$3,700,000 per annum, the largest items of which are: flour and seed grain, \$500,000; lumber, sashes, etc., \$350,600; groceries and provisions, \$500,000; dry goods, \$550,000. The post office revenues amount to \$20,000, and the inland revenues to \$50,000, and both of these are increasing year by year. During the past year business in all lines has been most satisfactory, and commercial circles are unanimous in predicting a continuance of prosperity.

It is practically settled that the next Dominion Exhibition will be held in Winnipeg, in July or August next. Hon. Clifford Sifton, Minister of the Interior, has been interesting himself in the matter, and has induced his colleagues to consent to a vote of \$50,000 for the purpose. The usual Winnipeg Industrial will, therefore, next summer be of a national character, and will attract exhibitors and patrons from all parts of Canada. The benefits to the country from a Dominion Exhibition at Winnipeg will be manifold. First of all, it will give the manufacturers of the East an opportunity to display their goods under conditions whereby they can be seen to the best advantage by the merchants and agricul-

turists of the West. Moreover, it will enable the manufacturer of the East and the consumer of the West to meet and compare notes. Further, it will permit of special facilities for the transportation of stock, and will greatly increase the amount of premiums ordinarily available for stock and other exhibits. But what is even more valuable, it will be possible to advertise on such an extensive scale as to attract the notice of those who are engaged in farming on the other side of the line, and so emphasize the immigration work being carried on by agents of the Dominion Government. By attracting the farmers of the Western States to Winnipeg they will be able to realize for themselves the potentialities of Western Canada.

During 1903 Manitoba produced a total crop of all grains amounting to 82,576,519 bushels. Such is the official estimate issued by the Provincial Department of Agriculture. As compared with previous years, this season's crop shows a falling off in total production of 17,475,824 bushels, by far the larger portion of which is made up by wheat and flax. The total yield of each cereal is as follows:

	Bushels.
Wheat	40,166,878
Oats	33,035,774
Barley	8,707,252
Flax	564,440
Rye	49,900
Peas	34,154
Total	82,576,519

While the proportion is considerably less than a year ago, the crop can fairly be called a good one, and the average yield per acre of 16.42 bushels shows that even in a year during which the weather and general crop conditions have not been at all as favorable as is generally the case, the extreme fertility of the soil produced a crop, the average yield of which is considerably larger than that of the wheat-producing districts of spring wheat States across the boundary. While the yield is short of that of a year ago, the fact remains that the Western farmer has received a price practically 10 cents a bushel more than last year. The estimate of the area prepared for the crop of 1904 is figured at 2,385,505 acres, being 654,510 acres in excess of the corresponding period in 1902, when the area prepared was 1,730,995 acres.

Saskatchewan

Area—107,618 square miles
Population—25,679

Alberta

Area—101,883 square miles
Population—65,876

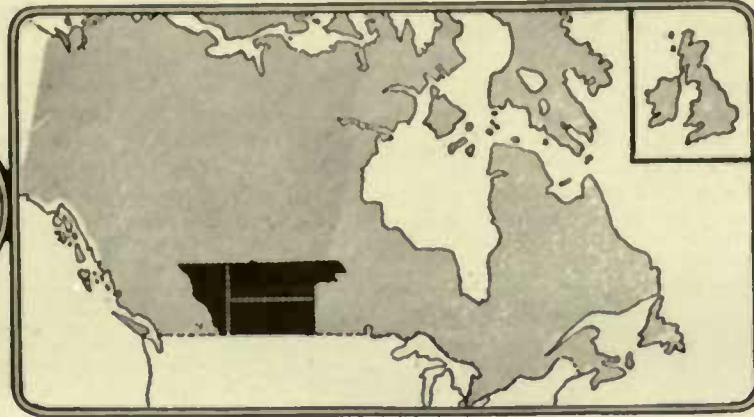
Assiniboia

Area—88,879 square miles
Population—67,855



TIMBER

Douglas Fir
Poplar
Tamarac
Birch



MINERALS

Coal
Black Clay
Pebbly Clay

Map showing size of Saskatchewan, Alberta and Assiniboia (black part of Map) compared with all British North America and also the British Isles

Saskatchewan's general superficial features may be described as a mixed prairie and wooded region, abounding in water and natural hay, and well suited by climate and soil for the raising of wheat, horned cattle and sheep. The country is peopled with Canadians, Americans, Germans, Scots, English, Russians and European French. During the past year there was a large influx of settlers. In great measure that which may be said of one district applies equally to the others. The country is well supplied with good roads, and they are kept open winter and summer. Wild fruits of nearly every variety—strawberry, raspberry, gooseberry, blueberry, high bush cranberry, black currants, etc.—grow in profusion, and small game is plentiful.

This country is remarkably well adapted, by reason of its large tracts of hay lands, for stock raising, ranching, etc., and large shipments are made annually.

Any portion of Saskatchewan will answer all the requirements of dairy farming. There are creameries at Prince Albert and Saskatoon. The home demand has always been large, so dairy products command good prices.

The spruce forests of Saskatchewan are an exceedingly valuable asset.

Alberta is the most westerly of the several divisions of Western Canada, having an area of 101,883 square miles. It extends from the western limits of Assiniboia to the eastern limits of British Columbia, within the range of the Rocky Mountains, and is divided into Northern Alberta and Southern Alberta. The Calgary and Edmonton Railway passes through the two divisions from McLeod in the south, where it connects with the Crow's Nest Pass Railroad, running into the Kootenay gold mining country, to Edmonton in the north, affording markets and shipping facilities at a number of convenient places along the whole distance.

Within the borders of Northern Alberta is a practically illimitable area of the most fertile land, well timbered and well watered. The surface of the country is gently undulating. In some parts there are large tracts of plains free from timber, and in others great areas of wood composed of large trees. The soil bears a luxuriance of vegetation shown in no other part of the West, and indeed seldom seen anywhere outside of the tropics. During the past ten years fall wheat has been grown with uniformly good results. Live stock of all kinds, including horses of all grades, as also sheep, hogs and poultry, are raised in abundance. The conditions for carrying on dairying are most favorable, and

The Dominion Meat and Cattle Ranching Company, Calgary, has been incorporated with a capital of \$190,000.

An Order-in-Council has been passed enlarging the boundaries of Rocky Mountain Park. About 220,000 acres, which comprise some of the best scenery in the district, will be joined to the Park.

Avan Du Ponsolec, a Belgian, who was in Winnipeg recently, says that next season will see a large emigration of farmers from Belgium who are to settle in Raymond district, and prosecute the cultivation of beet root for sugar manufacture.

A large linen factory, 500 feet long and 100 feet wide, with machinery costing \$15,000, and to employ not less than forty hands, is shortly to be established at Edmonton. The city council has granted a bonus of \$5,000 and exemption from taxation for ten years to the concern.

Mr. R. J. Christie, who returned from Peace River country recently, announces that a large tract of semi-anthracite coal has been located. He states that there is vast wealth in the way of agricultural land, placer diggings, free milling gold ore, and coal areas.

The Calgary district has enjoyed unusually fine weather this season, and the building boom has continued up till now. The buildings constructed under private enterprise this season are valued at \$600,000, and the C.P.R. will shortly construct new shops at an expenditure of \$200,000. The population of Calgary is now 8,000.

Hon. Robert Rogers, Attorney-General of Manitoba, and Mr. E. W. Day, Manager of the Empire Land Company, met the Board of Directors of that Company at the King Edward Hotel, Toronto, recently, when the recent purchase by the Company of 400,000 acres of colonization land in Assiniboia and Saskatchewan was formally ratified.

The Marquis of Bute, one of the best-known sportsmen in England, is making arrangements to visit Western Canada next fall in search of big game. At present he is shooting lions in Somaliland, North East Africa. Another well-known sportsman who is coming to Western Canada next year is Mr. Worrell Warner, of Philadelphia.

The Post Office Department has arranged for two special trips during the present winter season for the conveyance of mails from Athabasca Landing to Port Chipewyan. The first mail left Athabasca

although the industry is yet in its infancy, great strides have been made in the direction of success. There are eight government creameries in operation besides numerous private creameries. Good prices are obtained for the output of butter. A regular weekly refrigerator service is furnished by the Canadian Pacific Railway, which renders it practicable to ship perishable foods to British Columbia markets.

Alberta is the nearest agricultural country to the rich mining regions of both Northern and Southern British Columbia, and a trade has been established which is increasing yearly since the completion of the Crow's Nest Pass Railway. The establishment of flour and oatmeal mills, creameries, beet root factories, etc., ensures an excellent market for the products of the farm.

Southern Alberta forms the extreme southwest corner of the prairie region of Western Canada, and stands unrivalled among the stock countries of the world. Now that it has direct railway communication with the markets of Eastern Canada and British Columbia it is the most desirable one for stockmen.

Assiniboia is divided into two great areas—Eastern and Western Assiniboia—each of which has its own peculiar characteristics, the former being essentially a wheat growing and mixed farming country, and the western part being especially adapted for ranching.

Eastern Assiniboia very much resembles the province of Manitoba. The verdure is most luxuriant, and the ground is exceptionally well adapted for grain growing. Thousands of homesteads and immense tracts of railway lands have been taken up in this part during the past season. Good free grant lands are still to be had. This district is gradually becoming one of the greatest wheat producing countries in America.

Western Assiniboia is similar in its eastern part to Eastern Assiniboia, and is favorable for mixed farming. The supply of timber on the hills is considerable. There is also an abundance of fuel of a different kind in the coal seams that are exposed in many of the valleys. About Maple Creek irrigation works are being prosecuted with the most beneficial results. The hills to the south of the C. P. Railway are especially adapted for stock raising, and as general farming is not extensively followed the grass lands will not likely be disturbed by the plough. The climate is tempered by the Chinook winds and water and shelter are everywhere abundant. Western Assiniboia is the great sheep raising district of Western Canada. Great herds of cattle roam at will over all these boundless pastures.

Landing on the 2nd of January, 1904. Mails leave Edmonton for Athabasca Landing every Tuesday at 8 a.m. and arrive at the latter place on Thursday at 4 p.m.

William McCheane, John McCheane and William Kennedy, three British members of the Society of Friends, who wish to found a colony of Quakers in Western Canada, interviewed Hon. Clifford Sifton, Minister of the Interior, recently. It is proposed to set apart several townships for them on one of the rivers, they agreeing to people the land set apart within a few years. The Quakers are most desirable as immigrants, as they are remarkable for their industry and frugality.

It is said that in the Peace River district there are 15,000,000 acres of rich agricultural land, in addition to petroleum, coal, iron and other minerals. When the Peace River valley is given the benefit of transportation it is claimed that it will be preferable to Manitoba on account of the climate. Then, too, it will be closer to the Orient, where the cereals raised can be marketed to advantage. The markets of China and Japan are widening for breadstuffs, and when the Peace River district is made productive the section should raise large quantities of wheat of a first-class quality, which can be marketed in Asia.

RESOURCES

The rapid increase of population in the Canadian West, and the corresponding developments in agriculture, manufactures and commerce, fill every visitor with astonishment, and make one hesitate to set any limit to the progress of the country in the near future. "The naked prairie of one year is a thriving farming community the next," says a recent visitor. "Villages start up as if by magic and many of them expand into towns, with handsome churches, commodious schools, electric lights, telephones, and other appliances of modern civilization, with a rapidity that is bewildering. Everywhere there is growth, movement, expansion, enterprise, and a spirit of buoyant confidence as regards the future that is practically infectious."

As Regina, Assa., will be a big distributing point next summer the Dominion Government has decided to erect a new immigration shed at that point capable of accommodating 500 people. A very large influx into the country in the vicinity of Saskatoon is expected next season. New halls will also be erected at Craik and Davidson. With regard to western settlement a Dominion official says: "I think I can safely say we have placed 17,000 people north of the Saskatchewan River in the last six years. The country south of the river is also fast filling up, 1,200 homesteaders being located there within the last year."

Mr. W. A. Shepard, who has been paying a visit to various sections of Western Canada in the interests of the Manitoba and Western Colonization Company, first went to the country with Lord Wolseley to assist in quelling the first Riel rebellion, and after that was engaged with the first survey parties that worked in Manitoba. "My present trip seems almost like waking from a dream," he said. "The last time I saw the country buffalo roamed over the prairie in immense herds. Outside of the Red River Valley there was scarcely a white man west of the Great Lakes and agricultural pursuits were practically unknown. And now to think that cities and towns are scattered all over the great plains, and that last year the country was able to export over 50,000,000 bushels of wheat. In every part of the States, and especially in the West, Western Canada is much talked of, and the present indications point to a great movement in this direction next season."

The returns from the Dominion Crown Land offices all over the West, with the exception of Lethbridge, Alameda and Minnedosa, have been received, and, compared with the returns of the same month last year, they show a great increase. Details are:—

	1902.	1903.
Regina	667	721
Red Deer	109	77
New Westminster	1	2

	1902.	1903.
Prince Albert	211	119
Brandon	115	53
Battleford	46	48
Kamloops	7	16
Dauphin	36	34
Calgary	117	177
Edmonton	153	218
Yorkton	355	654

The large increase at Yorkton is accounted for by the wild rush into Quill Lake district. Settlers are

Byron Creek. The property just acquired by M. Fleutot is immediately adjoining the Canadian Pacific Railway, and near the present station of Blairmore. Operations will at once be gone on with to open up and develop the coal measures and to ship the output. It is also intended to begin immediately the construction of a number of coke ovens. With such active expenditure it will not be long before these coal fields will be among the most important in Western Canada. Mr. Procter has had associated with him, in the acquiring of the valuable coal field, V. Hyde Baker, of Cranbrook, and R. E. Fishburn, who has been acting for Chicago capitalists.

Among the towns and cities of Western Canada that have profited by the tide of prosperity that has flowed over the country during the past year, one of the most noticeable is Calgary, which has experienced great activity in every department of trade and agriculture. Calgary is charmingly situated on a hill-girt plateau overlooked by the white peaks of the Rockies, and is the centre of the trade of the northern part of the great ranching country of the West, and the chief source of supply for the mining regions in the mountains beyond. In the surrounding

district, particularly to the south, an immense trade is being done in cattle and horses, and business in this line has been exceptionally good during the past year, so much so in fact, that it has benefited not only Calgary, but all the other towns in the district, some of which have experienced a growth that is nothing less than marvellous. The country to the north of Calgary is eminently suitable for mixed farming, and there was an immense increase in the acreage under crop last year. This year the advance will be even larger on account of the increased immigration into the district last season.

The homestead entries for the year 1902 were 1,600, while for the year 1903 they numbered 2,034, an increase of 25 per cent. Calgary is an important railway centre. The transcontinental line of the Canadian Pacific Railway passes through the city, and it is the junction of two branch lines. One connects Calgary with Edmonton to the north, and the other extends south to Fort McLeod, where connection is made with the Crow's Nest Railway, which taps the mineral district of southern British Columbia. Calgary has every confidence in its future.

Mr. Wm. Steffen, representing the Moose Jaw Saskatchewan Land Co., in a recent interview, said: "I have been in Canada since August 1st of last year and during that time have located 360 Mennonites on homesteads at Herbert, Assa., selling them 32,000 acres of land. One hundred or more families will move there about April 1st. Mr. Max Strizel, of Altona, Man., is building a large hotel at Herbert. A lumber yard and other enterprises will be represented by the middle of March."



GATHERING POTATOES

pouring in from all parts to these fertile plains, and the Dominion Government is unable to open the country fast enough for settlement. A few years ago there were but few settlers in the Edmonton district, but if the present immigration to that quarter continues all the homesteads will be taken up in the course of a few years.

T. J. Procter, of Nelson, B.C., recently sold for himself and associates the 7,500 acres of coal lands in the immediate vicinity of Blairmore, Alberta, to a French syndicate represented in this country by J.



CARMAN, MANITOBA

J. Fleutot. The properties in this transaction have been known as the Blairmore coal property, and Mr. Fleutot having already acquired the Grassy Mountain and Byron Creek collieries in the immediate vicinity, the aggregating of them makes a combination of very great importance. A large amount of capital has already been expended on the Grassy Mountain portion, to which a branch railroad has been constructed and fully equipped with rolling stock, etc. Another branch railway is under construction to

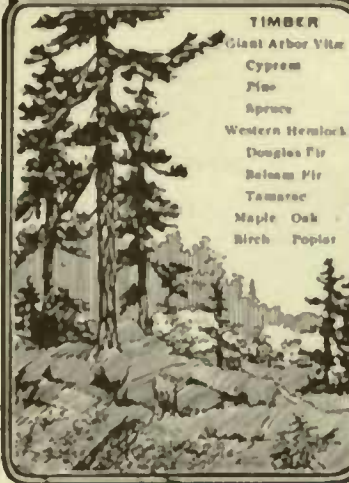
Area—372,630 square miles

British Columbia

Population—178,657

TIMBER

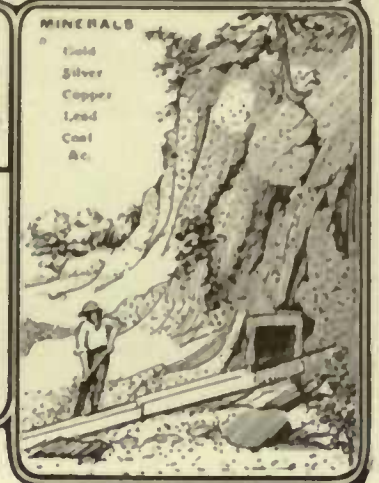
Giant Arbor Vitae
Cypress
Pine
Spruce
Western Hemlock
Douglas Fir
Balsam Fir
Tamarac
Maple Oak
Birch Poplar



Map showing size of British Columbia (black part of Map) compared with all British North America and also the British Isles

MINERALS

Gold
Silver
Copper
Lead
Coal
Ac.



This is the most westerly province of the Dominion of Canada, lying immediately to the north of the American States of Washington, Idaho and Montana. It is one of the richest and most resourceful provinces of the Dominion, and is Canada's only outlet to the Orient and to the whole of the North Pacific Coast. Few countries have shown as great progress during recent years as British Columbia, and it is now offering unsurpassed inducements to the settler in search of a farm, the stockman seeking a ranch, the miner, the lumberman, the fisherman, the business man, the capitalist, whether large or small, who seeks investment for his money. It is a magnificent country, teeming with great possibilities to the persevering and industrious, and offering countless opportunities to all.

The wealth of the forests, waters, mines and soil of British Columbia is practically illimitable, each succeeding year demonstrating the remarkable richness of its varied resources. The wealth of fish in the waters of the British Columbia coast is an important factor in the trade of the Province. Of these

the most valuable fishery is the salmon. There are over eighty canneries in the province, employing a large number of men during the season. Of these 48 are on the Fraser, and 38 on the rivers and streams north of that great waterway. The halibut fisheries are being developed, and there is apparently no limit to the quantity that could be taken. Sturgeon are numerous in the Fraser and other large rivers. Trout abound in the lakes, rivers and streams of the whole province.

The wooded area of British Columbia covers thousands of square miles, and includes forty kinds of timber. The finest growth is on the coast and on Vancouver Island, and in the Gold and the Selkirk ranges. The approximate number of lumber and shingle mills in the Province last year was over 120, whose aggregate output was about 240,000,000 feet of lumber and over 200,000,000 shingles. An acre of British Columbia forest sometimes yields 500,000 feet of lumber, rendering the deforestation slow. The waterpowers and streams suitable for mill sites are numberless.

The latest reports of a gold excitement are from the Upper Duncan, below Hall creek, in the Lardeau, where two Chinamen and several white men are taking out gold in quantities. One pan yielded one-half ounce of gold. In the spring it is anticipated that a rush into that district will be inaugurated that will cast the Poplar excitement into the shade.

The Atlin, Ymir camp, has ore running \$24.48 to the ton in their cross-cut tunnel. The Atlin has been developed by working miners and business men of Ymir, who put in their labor and supplies for stock in the company. The results prove that a great deal can be done without the assistance of outside capital by men who have faith in the country.

Mr. J. G. Scott, Manager of the Pacific Coast Lumber Company, has made one of the largest purchases for his Company in the timber line that has taken place for some time. He has bought 15,000 acres of some of the finest timber in the province belonging to the Sayward estate. The timber is situated in six different blocks along the Campbell River, Vancouver Island, and is very accessible. The most modern methods will be adopted in getting the timber into the water to the mill.

The Victoria Sealing Company, which practically controls the pelagic sealing industry, has declared a dividend of 50 per cent. a share on last year's work, when the Company's schooners took 17,423 skins, 11,714 off the British Columbia coast and in Behring Sea and 5,079 off Cape Horn. The wage bill amounted to \$140,000 for the season. The profits were \$28,000. It has been decided to send out about twenty schooners this spring off the British Columbia coast, and two vessels are to be sent to Japan immediately.

Mr. John Galt, C.E., consulting engineer for very extensive civic works in Regina, N. W. T., reports that at Banff, B.C., he made a personal examination of the anthracite coal bed discovered on the confines of the National Park. He went down 600 feet at one point and found a solid ten foot seam of the very best anthracite. The seam ran about

ten miles northerly and varied in thickness from six feet to ten feet. Mr. Galt secured several analyses of the coal and found this to contain from 75 to even 80 per cent. carbon. Extensive development work is now under way.

The Fraser River Tanning Company, Limited, will shortly start operations in New Westminster. Mr. E. J. Fader, formerly of Winnipeg, is the President of the Company, and Mr. W. S. Turnell, of Minneapolis, Secretary. The Company estimate that their plant will cost \$32,000, and that they will expend in their business the first year, fully \$75,000. Their capacity would be one hundred hides a day, and Mr. Fader expressed a belief that that was about all British Columbia could supply them with; in fact, they would be able to take all hides offered them. They intend to manufacture the leather and ship a large portion of it around the Horn to England.

Rossland men who invested in Poplar Creek are beginning to realize handsomely on their investment. Among the promising properties in the new camp is the Home Run, which was purchased by the B. C. Consolidated Gold Mining Company, a Rossland corporation. Word was recently received in Rossland that an important strike had been made on the Home Run. The property is located as one of the extensions of the famous Lucky Jack lead and lies between the Lucky Jack and the rich Swede group. Exploration of the surface of the Home Run exposed a vein which returned astonishing assays in free gold. A tunnel is now being driven to tap this lead at depth and it was while this work was in progress that the new strike was made. The find was unexpected and therefore adds greatly to the value of the property. The values in this last discovery are principally silver, the quartz being thickly studded with fine grained galena.

A rich strike was made recently on the Swede group, Poplar. Men had been put at work on a surface showing on the opposite side of the hill from where development by tunnel and shaft is being carried on. After a few feet of stripping was done a ledge between three and four feet in width was

uncovered, the ore of which is the richest yet discovered in the camp. One piece of quartz, or rather gold carrying quartz, and weighing 4 ounces, gave 3 ounces gold. About 150 pounds of rock was brought down by Superintendent Morgan from the mine, that, it is estimated, will run many thousands to the ton. The whole ledge is not, of course, as rich as the samples brought down, but it is freely spattered with gold and will probably average at the lowest estimate \$2,000 to the ton. If the values continue with depth the Swede group will prove by far the richest property yet discovered in British Columbia, and the Great Northern Mines, Ltd., the owners, may with safety talk of "millions staring them in the face."

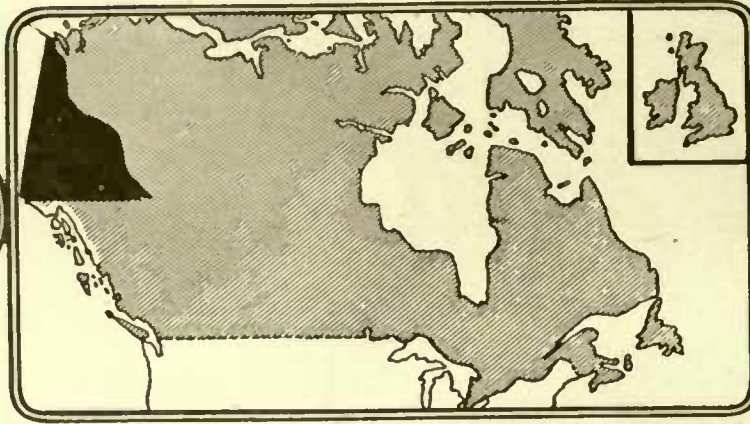
A great strike is reported at the Oyster-Criterion mine, Camborne, one of the most valuable properties owned by the Great Northern Mines, Limited. A blind lead twenty feet wide has been encountered in the running of the crosscut tunnel. The new vein, while showing good values in gold from the time it was met, did not seem richer than the main lead until the machine drills broke through the last three feet. The last round of holes made a truly astounding revelation. Quartz resembling the rich specimens taken from Poplar creek was shot out in large quantities, and the greatest excitement prevailed among the men employed at the mine. The new discovery was made at a point about 150 feet from the mouth of the tunnel, which has 300 feet to go before it strikes the main vein. The Oyster-Criterion was purchased a year ago by W. B. Poole for \$96,000 cash. Since then he has developed the property on an extensive scale. By shafts, tunnels and open cuts large bodies of pay ore have been exposed. The ore of the Oyster-Criterion is free milling in character. Last summer Mr. Poole equipped the mine with \$80,000 worth of machinery, which includes a ten-stamp mill, vanners, concentrating tables, tramway, electric light plant and a 10-drill compressor. The Oyster-Criterion is the best equipped mine of its size in the west. It was acquired late last summer by the Great Northern Mines, of which Mr. Poole is President.

Yukon

TIMBER
Small Growth



Area—196,976 square miles.



Map showing size of Yukon country (black part of Map), compared with all British North America and also the British Isles

MINERALS
Gold



Population—27,219.

In the hills above Dawson the Government's new diamond drill has been started for the purpose of proving the existence of large ore bodies.

The weather has been singularly mild for the past month. The thermometer was as low as 13 below zero only once during Yule-tide week, and has ranged, as a rule, from zero to two above, with no wind.

The Klondike has gone to work for the winter with a vigor indicating in every way that next summer she will fully maintain if not exceed her output of ten millions for the summer of 1903. The winter operations are engaging chiefly the attention of a steady, thrifty class of thorough prospectors and mining men of average means.

Mayo lake, which has leaped into prominence since last August, as the upper Stewart lake, fringed with gold-bearing streams, is to be supplied with steamer service next summer. Mr. Curry, manager of the Davis store, in the Duncan district, has bought the finest and most elegantly fitted gasoline launch possible to be procured in Dawson City, and has arranged to place it on the lake next summer for passenger and light freighting service.

News from the Yukon from time to time shows that locations of the auriferous area are being considerably extended, and there is every appearance that the more the country is explored the

greater will be the additions to the "pay" ground. Fewer miners are operating in the Klondike now than in the days of '98 and '99, but they are working far more effectively because they know what they are doing, in that most of them are working on prospected ground.

It is said that it would not be surprising if the Alsek district ultimately rivals the Klondike in importance. The last strike was made at Kluhane, about 170 miles west and somewhat northerly from White Horse. It is really at the head of White River. The district now has nine partially explored creeks on which miners have from fair to exceptionally good prospects. The latest creek strike is on Bullion, which is yielding better prospects than Bonanza did when discovered. Two men, absent from White Horse about three weeks with no tools except pick, shovel and axe, hewed out two boxes eight feet long, thawed the ground, and shovelled in from the top forty ounces of gold.

According to a proclamation issued by the Yukon government, the Yukon country is divided into nine districts for purposes of more convenient administration. Each of the new districts will be a fully constituted mining sub-division, with a gold commissioner and a record office of its own. The names of the districts are: Forty Mile, Sixty Mile, Stewart, Clear Creek, Duncan Creek, Dawson, Pelly, Hootalinqua, and White Horse. Besides keeping the mining records the gold commissioners and

their deputies will have to take charge of the land offices and timber inspection, in fact, transact all the clerical work which is now in the most of cases taken to Dawson City. The change meets with approval in the Yukon country.

The Ogilvie Gold Dredging Co. has just issued from Ottawa a report of the operations of the Company's dredge on the Stewart River, in the Yukon, during the past season. From this report it would appear that gold dredging at a profit is about to be realized on the Stewart River, if, in fact, it is not already remunerative. Exact results are not given in the report, as the assay returns were not all in at the time the report was issued. After mentioning that many delays were met with and that the dredge had only been equal to 720 yards a day, instead of 1,000 as anticipated, the question of placing next year on the river a dredge three times the size of the present one is discussed. In this connection, Mr. Wm. Ogilvie, who signs the report, says: "After 42 hours work, out of which the dredge worked 34 and lifted 1,395 yards, I made a clean up and got 25,1023 oz. of amalgam worth about \$6.50 per oz., aggregating \$163.16, or \$4.72 per hour." The working expenses were \$2.24 per hour, giving a profit of \$2.48 per hour. Applying these results to those to be obtained from a 3,000 yard dredge, Mr. Ogilvie figures that the profits per day would be \$256. In a season of 140 days, such as is calculated for the Stewart River, a net profit of \$35,849 would be obtained.

British Columbia

Returns from the carload of ore from the Capella group at New Denver, which was shipped to Nelson, netted \$6,000, proving the mine to be one of the richest in the country.

A rich strike has been made at the 700-foot level of the Rambler-Cariboo mine, where a two and one-half foot lead of ore was encountered, assaying from 150 to 200 ounces of silver.

The Hope, of the Ruth group, now possesses one of the richest and largest ore bodies in the Sandon camp. It is over eight feet thick in the face and has been drifted on over forty feet, without any diminishing of the width of the vein.

Another rich strike has been made about a mile below the second crossing of the Lordeau River. Samples of the ore are of mixed galena and free gold, similar to that encountered on the Spyglass at the head of Poplar Creek. The free gold in the rock was quite coarse, and plentiful.

The six furnaces now running at the Granby Company's smelter at Grand Forks require nearly 2,000 tons of ore a day. The increase in the pay-

roll is not nearly in proportion to the amount paid out when four furnaces were in blast. The success of the steam shovel in these low-grade ore bodies decreases the cost and at the same time increases the production, and the operation of shovels, in the pits of Knob Hill shows their success in open workings. The question now is whether or not steam shovels can be used underground in the large stopes of the Knob Hill and Old Ironsides mines.

Nine carloads of machinery have been unloaded at Ashcroft and transported by wagon 64 miles to Lillouett for a large gold dredging plant being built there. At Lytton another large steel dredge is being built, and this and a dredge previously in use will be operated on the Fraser River at Lytton next spring. It is stated that the lowest returns obtained from prospecting work on the Lytton Company's leases were 11½ cents per cubic yard, while at twelve feet from the surface, in mid-stream, the gravel ran as high as \$1.87 per cubic yard. The Lillouett dredge is of the approved New Zealand bucket type, and when completed will be the largest of the class in Canada.

The Canadian-American Company has 640 acres of dredging leases on Gold Run Creek, in the Atlin country, from which it hopes to make a big profit. This summer they built the largest dredge ever used in gold mining in Canada. It is a monster concern, capable of handling 3,000 yards of gravel a day. The machinery was built in Milwaukee and had to be freighted in in sections and put together on the ground. An electric power and light plant was also taken in and put up about five miles from the dredging ground. Electricity will be used to operate the dredge and to light up the work, which will continue night and day. The Canadian-American has put in a lot of money up to date, building the dredge and power plant, putting in ditches, flumes, etc., and buying out placer claims on the ground which their lease covers. This summer they bought up 21 claims, in order to be free to work the ground undisturbed by any other title. The dredge will work three eight-hour shifts. Gold Run is a rich camp, and where the company is located there is 25 feet of gravel, so that the dividends are as certain as any mining proposition can be.

Franklin · Keewatin · Mackenzie · Ungava · Athabaska

500,000 SQ. M'L'S

470,416 SQ. M'L'S

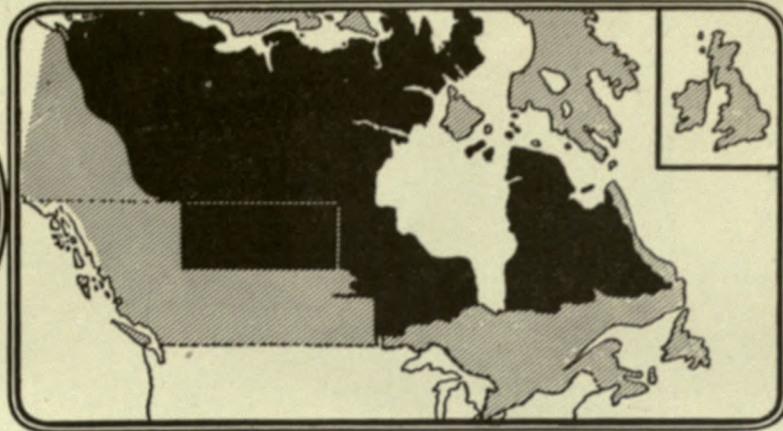
562,182 SQ. M'L'S

354,961 SQ. M'L'S

251,965 SQ. M'L'S



TIMBER
Spruce
Black and White



Map showing size of Franklin, Keewatin, Mackenzie, Ungava, Athabaska (black part of Map) compared with all British North America and also the British Isles



MINERALS
Copper Gold
Lead Etc.

Population—25,490

The black portion of map shows a territory of 2,139,524 square miles, practically unadministered, and inhabited by a very sparse Indian population and a few whites who are attached to the widely separated trading posts.

The copper and lead ores of the vicinity of Great Slave Lake, the native copper deposits of the Copper Mine River, and the copper ores of the north-

west shores of Hudson Bay will some day be utilized; but no rapid development of mineral resources in these regions need be looked for, except in the possible event of the discovery of gold placers like those of the Yukon, which might result in the forced establishment of means of communication with the outer world.

The fisheries of Great Slave Lake are valuable, the most abundant being whitefish, lake trout and pike. The trout grow to a large size and often reach a weight of fifty pounds.

A resident for many years in the Peace River district, and who returned to Winnipeg recently, gives some most interesting particulars of this fertile valley. The one favored spot, about one million acres in extent, of which the traveller

particularly spoke, is guarded from all cold winds by the upraised shoulder of the rims which surround the valley, or rather this portion of the valley, of Peace River. This land is not in Alberta. It is close to the boundary on the British Columbia side. So rich is the native timothy grass that one ton of hay will feed a beast for the winter, where within 165 miles at least four tons of fodder would be needed. Moose, elk, deer and bear are in plenty, and prairie chicken, with partridge,

most numerous. On the Smoky River there is a continuous outcrop of coal for fifty miles. On one side of the river is a hill of gypsum of the purest quality. The beautiful falls known as the Boulbee Rapids rush over and polish agates and cornelians by the ton. A number of these beautiful stones were taken to England a short time ago and eagerly purchased by a jeweller there for a goodly sum. Snow stays on the ground but a few hours at a time in this sheltered spot.

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BRITISH NORTH AMERICA

Vol. 2 JANUARY, 1904 No. 1

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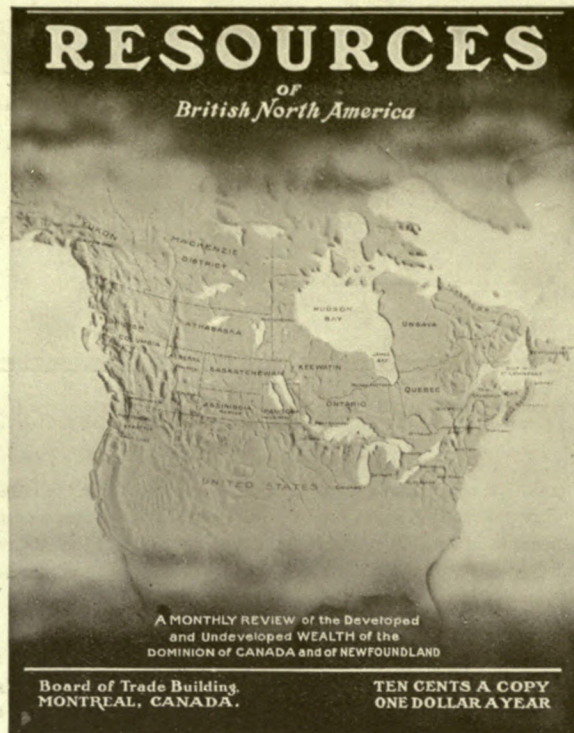
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The Canadian North-West Homestead Regulations

ANY even numbered section of Dominion Lands in Manitoba or the North-west Territories, excepting 8 and 26, which has not been homesteaded, or reserved to provide wood lots for settlers or for other purposes, may be homesteaded upon by any person who is the sole head of a family, or any male over 18 years of age, to the extent of one quarter section (usually containing 160 acres.)

Entry.

Entry may be made personally at the local land office for the district in which the land to be taken is situate, or, if the homesteader desires, he may, on application to the Minister of the Interior, Ottawa, the Commissioner of Immigration, Winnipeg, or the local agent for the district in which the land is situate, receive authority for someone to make entry for him. A fee of \$10 is charged for a homestead entry.

Homestead Duties.

A settler who has been granted an entry for a homestead is required by the provisions of the Dominion Lands Act and the amendments thereto to perform the conditions connected therewith under one of the following plans:—

1. At least six months' residence upon and cultivation of the land in each year during the term of three years.
2. If the father (or mother, if the father is deceased) of any person who is eligible to make a homestead entry under the provisions of this Act, resides upon a farm in the vicinity of the land entered for by such person as a homestead, the requirements of this Act as to residence prior to obtaining patent may be satisfied by such person residing with the father or mother.
3. If a settler has obtained a patent for his homestead, or a certificate for the issue of such patent, countersigned in the manner prescribed by this Act and has obtained entry for a second homestead, the requirements of this Act as to residence prior to obtaining patent may be satisfied by residence upon the first homestead, if the second homestead is in the vicinity of the first homestead.
4. If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead, the requirements of this Act as to residence may be satisfied by residence upon the said land.

The term "vicinity" used above is meant to indicate the same township or an adjoining or cornering township.

A settler who avails himself of the provisions of Clauses (2), (3) or (4) must cultivate 30 acres of his homestead or substitute 20 head of stock, with buildings for their accommodation, and have, besides, 80 acres substantially fenced.

The privilege of a second entry is restricted by law to those settlers only who had fully completed the duties upon their first homesteads on or before the 2nd of June, 1889.

Every homesteader who fails to comply with the requirements of the homestead law is liable to have his entry cancelled, and the land may be again thrown open for entry.

Application for Patent

Should be made at the end of three years, before the Local Agent, Sub-Agent, or the Homestead Inspector. Before making application for patent, the settler must give six months notice in writing to the Commissioner of Dominion Lands, at Ottawa, of his intention to do so.

Information.

Newly arrived immigrants will receive at the Immigration Office in Winnipeg, or at any Dominion Lands Office in Manitoba or the North-west Territories, information as to the lands that are open for entry, and from the officers in charge, free of expense, advice and assistance in securing land to suit them. Full information respecting the land, timber, coal, and mineral laws, as well as respecting Dominion Lands in the Railway Belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, at Ottawa, the Commissioner of Immigration, Winnipeg, Manitoba, or to any of the Dominion Land Agents in Manitoba or the North-west Territories. In addition to Free Grant Lands to which the regulations above stated refer, thousands of acres of most desirable lands are available for lease or purchase from railroad and other corporations and private firms in Western Canada.

Regulations for Disposal of Minerals on Dominion Lands in Manitoba and the North-West Territories

COAL.—Coal lands may be purchased at \$10 per acre for soft coal and \$20 for anthracite. Not more than 320 acres can be acquired by one individual or company. Royalty at the rate of ten cents per ton of 2,000 pounds on the gross output.

QUARTZ.—Persons of eighteen years and over and joint stock companies holding free miner's certificates may obtain entry for a mining location.

A free miner's certificate is granted upon payment in advance of \$7.50 per annum for an individual, and from \$50 to \$100 per annum for a company, according to capital.

A free miner, having discovered mineral in place, may locate a claim 1,500 x 1,500 feet.

The fee for recording a claim with Agent of Dominion Land is \$5.

At least \$100 must be expended on the claim each year or paid to the mining recorder in lieu thereof. When \$500 has been expended or paid, the locator may, upon having a survey made, and upon complying with other requirements, purchase the land at \$1 an acre.

The patent provides for the payment of royalty on the sales not exceeding five per cent.

PLACER mining claims generally are 100 feet square; entry fee \$5, renewable yearly.

A free miner may obtain two leases to dredge for gold of five miles each for a term of twenty years, renewable in the discretion of the Minister of the Interior.

The lessee shall have a dredge in operation within one season from the date of the lease for each five miles. Rental, \$10 per annum for each mile of river leased. Royalty at the rate of two and a half per cent, collected on the output after it exceeds \$10,000.

PETROLEUM.—All unappropriated Dominion Lands in Manitoba and the North-west Territories are open to prospecting for petroleum, and the Minister may reserve for an individual or company having machinery on the land to be prospected, an area of 640 acres. Should the prospector discover oil in paying quantities, and satisfactorily establish such discovery, an area not exceeding 640 acres, including the oil well and such other land as may be determined, may be sold to the discoverer at the rate of \$1 an acre, subject to royalty at such rate as may be specified by Order-in-Council.

JAMES A. SMART,

Deputy of the Minister of the Interior, Ottawa, Ont.