

Vol. III.

January, 1905

No. 1

# 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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HAMILTON	- 5.30 "
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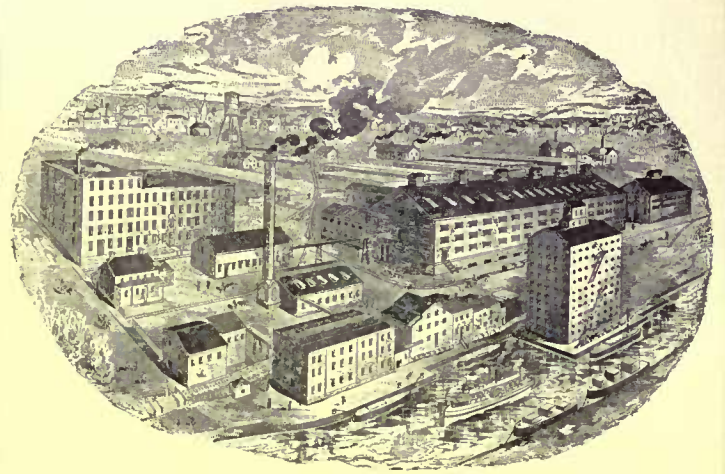
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THIS tributary of the Assiniboine River is over 100 miles long, and has its source in the Riding Mountains, Western Manitoba. For seventy-five miles its course is nearly due south, joining the Assiniboine River about six miles west of Brandon. The district through which it flows is considered one of the best wheat-raising sections in Western Canada.

# RESOURCES

DEVELOPED AND UNDEVELOPED OF BRITISH NORTH AMERICA

Vol. III.

MONTREAL, QUE., JANUARY, 1905

No. 1



ALBERTA IS THE NATURAL HOME OF THE HORSE. EVERY CONDITION IS PRESENT TO MAKE HORSE BREEDING THE MOST PROFITABLE OF OCCUPATIONS. EXCELLENT SOIL, CONTAINING AN ABUNDANCE OF LIME, THE HIGH ALTITUDE, INVIGORATING CLIMATE, ALL COMBINE TO BRING THE HORSE TO PERFECTION.

## The Future of the West



THE great Canadian West is daily becoming better and more widely known. To the settler it offers a field unsurpassed by any other part of this continent, possibly by any other part of the world. Here, too, labor is sure of employment and capital finds openings for investment that are absolutely secure and adequately profitable. These opportunities were long unknown to the world. The country's progress was slow, but it was substantial. The western farmers went on steadily, if quietly, extending the domain of the plough, and proving by results that the country was capable of being made one of the world's greatest producers of breadstuffs. After a time the proof was accepted as conclusive, and home-seekers from Eastern Canada, from the United States, and from the crowded centres of the Old World, began pouring in. The future of the Canadian West was then assured.

The interest taken to-day in the United States in this part of the Dominion is increasing by leaps and bounds, and daily instances are given of it. Not long ago the widely circulated maga-

zine, the "American Monthly Review of Reviews," devoted a considerable space to a description of the Canadian West in 1904, with a detailed account of its resources and its development.

At the outset the writer of the article says: "Only those who have seen and studied the Canadian West know how thoroughly the ideal of national greatness has taken possession of Canada within the last few years. From Lake Superior to the Pacific there is not a Canadian who does not believe that the twentieth century is Canada's century. The Western Canadian believes that the measure of Canada's possible greatness is to be found in the resources and spaciousness of the West. He knows, because it is his own country, that Western Canada has the natural elements that go to make up a nation economically great. The half-faith of other years is completely gone, and has been replaced with a magnificent belief in the future of the West.

The immense material prosperity of the Dominion, to which the West so largely contributes, is reflected in the proportions of the foreign trade. In the last fiscal year, the foreign commerce of Canada amounted to \$473,000,000, an increase of \$6,000,000

## RESOURCES

over the preceding year, and of \$233,000,000 over 1894. The imports were \$253,000,000, of which \$143,000,000 were from the United States. This little country—little in population—now



IN THE NEIGHBORHOOD OF CARMEN—MANITOBA

has a foreign trade one-fifth as large as that of the United States, which has fourteen times as large a population. This trade also reflects the rising national consciousness, for Canada, by means of commercial agents the world over, now seeks to promote her trade quite independently of the good offices of the British consular system.

“The year 1904 has brought the Dominion Government’s official commitment to the Grand Trunk Pacific Railway, which means vastly more to Western Canada than to the East. This railway, a child of the Grand Trunk, is to extend from Moncton, New Brunswick, to some point on the Pacific, probably Port Simpson. The eighteen hundred and seventy-five miles between Moncton and Winnipeg, are to be built by the Government and leased to the Grand Trunk Pacific for fifty years at a rental of 3 per cent. of the cost after the first seven years. At the end of that period the Grand Trunk is to have the privilege of renewing the lease for another fifty years, providing the government does not wish to operate the railway itself. From Winnipeg to the Rocky Mountains the government guarantees three-quarters of the bond issue, the limit of the guarantee to be thirteen thousand dollars a mile. Through the mountains, the government guarantees the interest on three-fourths of the bonds, the Grand Trunk Railway Company guaranteeing the other fourth; in addition, the government is to pay the interest on the bonds of this part of the line for seven years. A thousand miles of this new transcontinental railway will



DELIVERING GRAIN TO ELEVATORS—DELORAINÉ, MAN.

be in the prairie country—the great wheat country. It will give access to millions of acres of land now too far from the railway to be profitably cultivated on a large scale. Lying from one hundred

to two hundred miles north of the Canadian Pacific, the new transcontinental will entirely avoid the arid area that every other transcontinental in North America encounters to a greater or less extent. From Winnipeg to Edmonton, nine hundred miles, the new road will pass through a continuous wheat country, into which the settlers are now flocking by the thousands, snapping up every homestead within twenty-five or thirty miles of the line, or where it is supposed to be, and eagerly buying up the cheap land in private possession. Many of the old-timers declare that the Grand Trunk will run through the best part of Western Canada, and yet it is precisely the part that is as yet scarcely touched by civilization. Haunted by a fear of the north, the settlers of Western Canada have had an inclination to stay near the boundary line; but now, with the knowledge that the climate is perhaps milder to the north—where the warm winds from the Pacific get a chance to cross low mountain barriers—and that the soil is at least as fertile, a great wave of population has been pouring into the Saskatchewan valley, some going in by train and waggon from the east, some journeying to Edmonton and descending the rushing Saskatchewan—as mighty a river as the Missouri—in scows and rafts.

“The Grand Trunk Pacific is still on paper, though it is potent paper; but there are history-making roads building three miles a day that are scarcely heard of in the United States. With little fuss and feathers, but with solid achievement, the



NORTH-WEST MOUNTED POLICE WAGGON AND ESCORT

Canadian Northern is driving its main line across the prairies and plains to Edmonton, the capital of the north, the jumping-off place of the fur trade, the door of the wilderness. Six thousand men and two thousand teams are working like beavers under the executive direction of McKenzie & Mann, a firm of Toronto contractors, who are building a transcontinental of their own, piecemeal, starting with nothing except unlimited nerve and inexhaustible energy. Already the rails are laid to Humboldt, four hundred and twenty-five miles north-west of Winnipeg, and nine months hence will see them in Edmonton, thirteen hundred miles from the eastern terminus at Port Arthur, on Lake Superior. Farther north, the Canadian Northern is extending its line from Melfort to Prince Albert, three hundred and fifty miles north of the boundary. The same company is building several shorter extensions and branches at various points on its system, the nucleus of which was purchased from the Northern Pacific several years ago.

“Altogether, eighteen hundred miles of railway are now going down in the prairies and mountains of Western and Pacific Canada as fast as money and men can do the work, and there are three thousand miles of “live projects,” not counting the long talked of railway to Hudson’s Bay, from the wheat fields, which, rumor asserts, the Canadian Northern will build as soon as its engines are whistling for Edmonton. By the Hudson’s Bay route, the

distance from the wheat fields of the golden west to Liverpool will be reduced a thousand miles. Those who believe in this route declare that the time is coming when the bulk of the wheat of Western Canada, and even some from the Northern States, will go to Europe *via* an inland sea that is to-day visited only by Hudson's Bay Company supply boats and American whalers."

The great essential of development in a new country is people, and the "Review of Reviews" tells how they are pouring into the Canadian West.

"Rapidly as the railways proceed, they cannot keep up with the settlers who come in ever-increasing numbers from the Old World, Eastern Canada and the United States. The most interesting feature of this population movement is the American contribution. Eight years ago some 446 Americans moved from the United States to Canada. These were the scouts of an army that now crosses the boundary in a force of approximately 50,000 a year. In the fiscal year of 1902-03, the invading Americans numbered 49,000, officially counted; for the fiscal year just past they numbered 46,000. Thousands of Americans cross into Canada without being counted. The picturesque prairie schooner still conveys land-seekers into the West. Wanderers in prairie

schooners have been seen at Calgary, in Alberta, two thousand miles from their starting place in Iowa and Nebraska. It was thought that when the total immigration into Canada reached 128,364, in 1903, it had reached its maximum, but last year added 130,000 new-comers to the population, despite the fact that one of the world's periodical tides of migration is again ebbing. From Great Britain and Ireland came 49,000 hopeful people tired of the parsimony and scanty doles of an old civilization to the unfavored many, seeking the generous bounty of a new land. Overcrowded Austria contributed 7,229; Germany, 2,985; France and Belgium, 2,392; Russia and Finland, 2,806; Scandinavia, 4,208, and 13,470 came from various other nations. And of this population so highly desirable at least 60 per cent. went on to the farms. While the hundreds and thousands that swarm to our shores seek the great cities, for the most part the bulk of Canada's immigrants speed from the Atlantic seaboard straight across the continent to the rich prairies that but await their Midas touch to turn to golden grain.

"Practically all of the American immigrants find their homes in the cities, villages and spacious farms of the West. As a considerable portion of the British immigration lodges in Eastern Canada, the American invasion looms relatively larger in the West than it is, compared with the whole human influx into Canada. Why do these Americans, the very cream of the farming population of the wealthy American West, seek homes in a foreign country? Briefly, the answer is to be found in the lure of free or cheap lands in Western Canada, and the inducement to turn the old farm into cash at high prices. Farms

in Iowa and Illinois are worth from seventy-five to one hundred and twenty-five dollars an acre. Farms in Western Canada that in their virgin state will produce larger crops may be had for the taking or for from five dollars to fifteen dollars an acre. To these lands turn also the American tenant farmer and the hired man. The free lands in the humid part of the republic's West are gone.

Population has crowded up to the one hundred and first meridian, the general western limit of the humid belt. Beyond lies the cattle country and irrigation. The American farmer with a family of growing boys around him sees no way to keep the family together but to emigrate to the last free-land country on the continent, Western Canada—"the last west." So he sells out,



ST. JEAN—SOUTHERN MANITOBA  
ON LINE OF CANADIAN PACIFIC RAILWAY

moves west, and settles his sons around him; together they may homestead and purchase several thousand acres. They will put this cheap land into wheat, plowing with traction engines that drive, simultaneously, nine furrows through the primeval sod. They may reasonably count on twenty bushels to the acre, which is less than the Manitoba average for more than twenty years. In years of high prices there is a fortune in a single crop. Good farmers sometimes get forty and fifty bushels of wheat to the acre. Think what such yields mean in these days of dollar wheat!"

Speaking of the harvest of Western Canada for 1904 he said: "At one time it had promised 25 bushels to the acre, or a total of more than 80,000,000 bushels. Then the rust came, and there was a temporary fright, but when the crop was half threshed the



LITTLE SASKATCHEWAN RIVER—MANITOBA

reports showed an average of about 17 bushels to the acre, or approximately a 60,000,000-bushel crop. Some sections had phenomenal crops. Thousands of farmers averaging 25 bushels to the acre, and selling their wheat for from 90 cents to a dollar. One Manitoba farmer refused to sell his wheat before it was cut on an estimate of 33 bushels to the acre. There was nearer 40. This

## RESOURCES

same farmer bought his land four years ago for \$3 an acre and had just sold it for \$18. One farmer had 54 bushels to the acre on one piece and 37 bushels to the acre on his whole farm. Another farmer got 40½ bushels to the acre, another 38, another 35, and so on. One sold 8,000 bushels for \$1.03 a bushel.

"So much better did Western Canada fare last year than the

of five it may raise good crops without it. The railway company plans to spend five million dollars to redeem three million acres of its lands—by far the largest irrigation undertaking in all America. A main canal one hundred and twenty miles long is to be built, and work is now far advanced on the first section. It is hoped to have water on four hundred thousand acres of land by next fall. An American company is preparing to spend eight hundred thousand dollars on a sugar plant, which will be the second largest on the continent.

"Medicine Hat, in Western Assiniboia, with abundant natural gas and a great range country, is prospering. Moose Jaw, at the junction of the Soo Pacific and the Canadian Pacific, is growing rapidly. Brandon, the second city of Manitoba, spent seven hundred thousand dollars in buildings last year. Portage la Prairie, the third city in the province, situated in one of the most fertile wheat regions in America, shows remarkable growth."

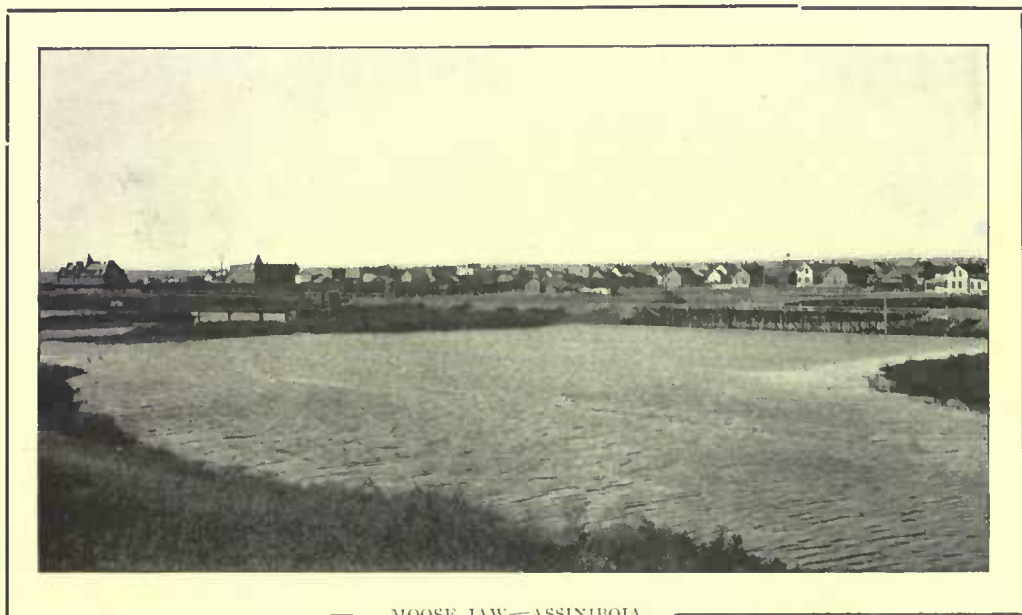
In concluding, the writer takes an outlook into the future. "All of this material advance," he writes, "raises the question, what will the future bring? Ten years ago the maximum wheat crop of Western Canada was 20,000,000 bushels. In 1902 it was 67,000,000 bushels; the next bumper crop will take the

total yield of wheat to 100,000,000 bushels. It takes 117 miles of cars to handle the grain grown on the Canadian Pacific alone. Ten years ago the acreage devoted to wheat was 1,000,000 acres; in 1903 it was 3,500,000, and last year it was 4,500,000. With the wholesale building of railways now beginning, the area of cultivation should increase fully as rapidly in the next decade as in that just past. By 1915, then, there will be about ten million acres devoted to wheat in Western Canada, giving an average crop of 200,000,000 bushels. The highest estimate of the wheat crop of Minnesota and the Dakotas in 1903, was 160,000,000 bushels; 220,000,000 bushels is the largest crop ever raised by the North-Western wheat States. In ten years Western Canada will be producing more wheat than the American hard spring wheat country. There will be two million people instead of seven hundred and fifty thousand, and the men, the implements, the capital and the railways to harvest and move the enormous crop.

It has been estimated that of the 230,000,000 acres included in what is usually meant by Western Canada—Manitoba, Alberta, Assiniboia and Saskatchewan—170,000,000 lie within the humid region and are suitable for wheat-raising. Assuming that no more than 40,000,000 acres will ever be devoted to wheat, Western Canada will one day raise 800,000,000 bushels of wheat—some 50,000,000 more than the largest wheat crop the whole of the United States has ever produced. Some enthusiasts have imagined that these 40,000,000 acres will be sown to wheat by 1925; but as the total plowed area of Western Canada does not now exceed 6,000,000 acres, this is not probable. It took the United States twenty

years to increase its wheat acreage 20,000,000. It is possible that by 1925 Western Canada will have 25,000,000 acres in wheat, which will mean an annual production of 500,000,000 bushels.

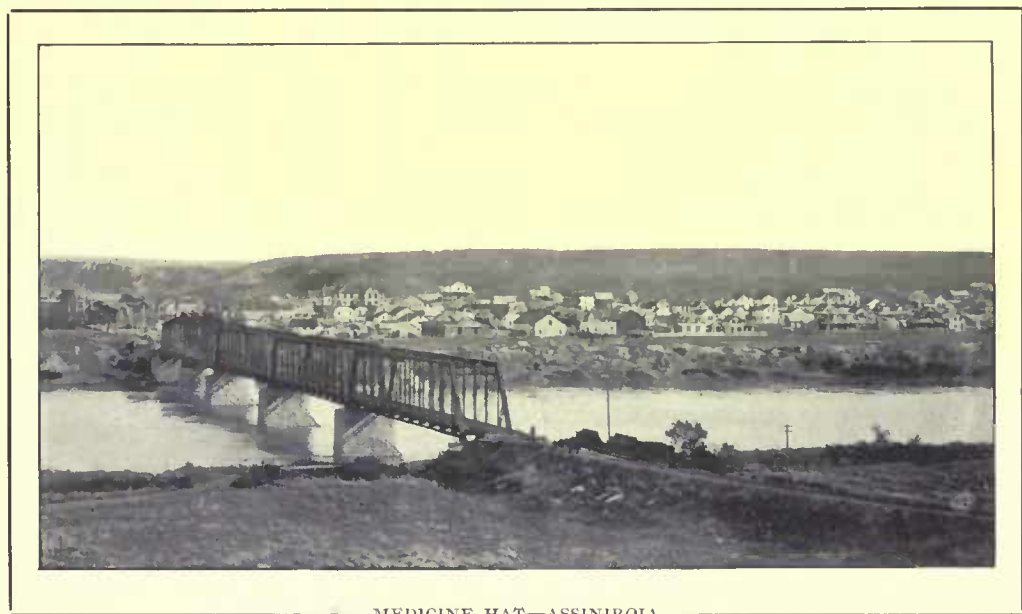
To-day practically all of the wheat of Western Canada, except what is consumed at home, is exported to Great Britain, either in the berry or as flour. Winnipeg, Rat Portage and Mont-



MOOSE JAW—ASSINIBOIA

North-Western spring-wheat States that the farmers of Northern Minnesota desire to have the duty on seed wheat from Canada remitted, else they will have trouble this year in getting good seed for their fields. The quality of this Western-Canadian wheat is good, though not so good as in other years. No. 1 hard grade is still common at Winnipeg, but at Minneapolis it is a candidate for the museum. Western Canada's prosperity is not all told in the tale of wheat. It has 50,000,000 bushels of oats, 10,000,000 bushels of barley, and splendid crops of potatoes, flax, rye and vegetables. It will sell \$10,000,000 worth of live stock. Last year's agricultural round-up means nearly \$90,000,000 for about 60,000 actual farmers."

In describing a great irrigation project, the writer gives the



MEDICINE HAT—ASSINIBOIA

following: "In the heart of the cattle country lies Calgary, solidly built of stone and brick, boasting eleven thousand people and the most metropolitan aspect between Winnipeg and Vancouver. Calgary sets great store by the immense irrigation enterprise the Canadian Pacific Railway has here undertaken. This part of the West needs irrigation as crop insurance, though three years out



real have large flour mills now, and the exports of flour in 1903 were 1,300,000 barrels. These mills will probably more and more take the export business away from American mills, as the wheat consumption of the United States overtakes production, unless the United States should see the light and remove the duty

Canada need have no fear of reducing its income per bushel on account of its increasing contribution to the number of bushels. If this prospect is realized, immigration into Western Canada, especially from the United States, will be so greatly stimulated that within half a generation the Canadian west will be as well



CALGARY, ALBERTA, IS THE CENTRE OF THE RANCHING COUNTRY. IT IS A TOWN OF SIX THOUSAND INHABITANTS, AND IS THE MOST IMPORTANT CENTRE ON THE LINE OF THE CANADIAN PACIFIC RAILWAY BETWEEN WINNIPEG AND VANCOUVER. IT IS BEAUTIFULLY SITUATED ON A HILL-GIRT PLATEAU, AND IT IS HERE THAT THE TRAVELLER GETS HIS FIRST VIEW OF THE SNOW-CLAD PEAKS OF THE ROCKIES.

on wheat. In that case the Northern Pacific and the Great Northern would at once extend their lines into Western Canada, and a large part of the Canadian wheat would go to Minneapolis and Duluth for milling or export. The farmers of Western Canada would welcome the resulting competition of markets.

The tremendous multiplication of the wheat-production of Western Canada which will take place in the next few years is not likely seriously to disturb the world's markets. The United States will gradually cease exporting wheat, and Canada will as gradually fill the gap. The prospect is, therefore, that Western

populated as Minnesota and the Dakotas are to-day. It will then have more than three million people, and will be so powerful in the Dominion councils, by reason of its population and wealth, that it will rule Canada. Eventually all the great questions concerning the future relations of the United States and Canada will be settled, so far as Canada is concerned, between Lake Superior and the Rocky Mountains. One day the valley of the Saskatchewan will mean as much to Canada as the valley of the Mississippi means to the United States at the present time."

*We are indebted to the Canadian Pacific Ry. for the use of photos illustrating "The Future of the West."*



**A**N important consideration is that, apart from their silver contents, the zinc ores of British Columbia are worth mining for their zinc values only. It is believed that there exists in this Province an unlimited quantity of zinc ores suitable for both spelter and zinc oxide productions. The zinc industry, therefore, should not be hampered by the fact that highly argenteriferous zinc ores also occur; these should be regarded as exceptions to the rule, and should not be permitted to interfere with the utilization of the large deposits of strictly zinc-bearing ore worthy of consideration for their zinc values alone. One of the main objects in view in persistently inviting public attention to the zinc ore deposits of British Columbia is to secure a general realization of their extent and considerable value. Zinc smelters in both the United States and Europe have already awakened to the potentialities of the zinc industry of the Province, and as a

result zinc ores are being exported to foreign countries to be manufactured into spelter and zinc oxides. This means that Canada first pays freight on the raw material taken out of the country, and afterwards pays freight and duty on the manufactured zinc products it imports. It is estimated that Canada in this way pays more than two cents per pound on all spelter it uses and proportionately on other zinc finished products. Heavy losses have been incurred in the past in the large quantity of zinc, together with the silver in it, run to waste in concentrating lead ores, the tailings from a dozen 100-ton concentrators assaying from 20 to 30 per cent. zinc, and in the penalties paid the smelters for the excess percentage of zinc in the lead ores marketed. But the position is much changed now, for whilst it is developing that to a considerable extent, zinc is replacing lead at depth in important mines.

# Our Point of View

A BRIGHT and prosperous New Year to that large and fair territory which RESOURCES is seeking to represent to the wide world. The year 1905 should be Canada's banner year to date. If sure and certain indications count at all these will be the best twelve months the Dominion has known. The work of nation-building has been given such an impetus during the past few years, it has reached such a stage, that nothing can stop it. We are on the way to become a great people, dwelling in a land with many advantages and few material drawbacks. The spirit of nationhood is abroad as never before. The name Canadian stands for much more throughout the world to-day than it did a decade ago, or even five years ago. We are moving rapidly. It only remains for Canadians to realize that their's is a great country, offering great opportunities, and determine to make the most of their heritage. It remains for the governments to foster and advance the onward movement of trade and commerce by timely legislation. It devolves upon the immigration department to increase immigration, at the same time guarding against the entrance of "undesirables." Canada needs population, but not so badly that everyone may come in. Men and women who will be self-supporting citizens from the start are alone wanted. We have reached a stage and a condition to-day, only attained after many ill-spent years, where we can pick and choose. This cannot be too strongly or too frequently emphasized, even in a paragraph in which RESOURCES tenders the compliments of the season to its readers and to that greater Dominion which 1905 will help to build up.

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THERE is no need to fear that even at the present rate of settlement, or at double that rate, the agricultural lands of the Canadian West will soon be taken up. The approximate area of the Territories—Assiniboia, Alberta, Saskatchewan and Athabasca—which extend westward from Manitoba to the Rockies, is 345,000,000 acres. Of this less than one-third is already disposed of in railway, Indian and timber reserves, school grants, Hudson Bay Company lands, and land taken up by settlers. The latter, indeed, includes only a very small percentage of the total. It should be borne in mind that practically all this land is suitable for grain and animal production. The area of Manitoba is 74,000,000 acres, and of this, also, a comparatively small portion is yet under tillage. North of the Territories, extending through the Peace River district and to Great Slave Lake, are millions of acres where all the more valuable crops of the temperate zone can be raised without injury by summer frosts. Ignorance still prevails in many quarters in regard to the western climate. While the winters are severe, they are little colder than in older portions of Canada and in many parts of the United States. The summer frosts, once the dread of the western farmer, are rapidly disappearing with the increase of cultivation and improvement in drainage. There has not been a severe summer frost in Southern Manitoba for twenty years. This is also true of more northern districts. The Canadian West is built on such a large scale that mere figures do not adequately present its potentialities. That it will some day, and soon, grow sufficient grain to feed an empire is evidenced by the wheat output of the comparatively small portion now under cultivation. The fertile wheat lands are there. What is needed is population.

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ONE of the most attractive and most discussed features of the World's Fair at St. Louis was the Canadian exhibit. It was creditable alike to the Dominion and to the men more imme-

diately connected with its preparation, and proved an excellent advertisement. There are thousands of people in the Southern and Central States who have no adequate conception of Canada's climate, resources and possibilities. To them this country has been a land away up toward the North Pole, too cold for any but the native born to endure. It came as an unpleasant surprise to them, no doubt, that this "land of the frozen north" could produce such fine cereals and fruits, could produce live stock which carried off the majority of premiums and championships; could furnish such striking evidence of forest and mineral wealth. Canadian enterprise was there before them. Our neighbors to the South rubbed their eyes and began to understand the main-spring of that wholesale emigration from the North-Western States, wherein the Kansan and Dakotan farmers by the thousands are gathering up their goods and chattels and moving across the line to the Canadian wheat fields. Many inquiries about that territory were made to those in charge of the Canadian exhibit, and enquiries continue to pour into the immigration department at Ottawa as a result. This is as it should be. Canada has room for the American who will work and do his share in developing her dormant resources. He comes into the country with a fairly adequate idea of the conditions which will confront him, and adjusts himself quickly to his new environment. For that reason he is a desirable settler. There is little cause to worry over the so-called Americanization of the Canadian West. The American is no more patriotic and no more disloyal than anyone else. He is, as a rule, satisfied with the country wherein he succeeds, and if he can succeed in Canada—and he is not the right kind of immigrant if he cannot—he will be perfectly satisfied with British institutions and Canadian hospitality. There is no sentiment in his migration other than a commendable desire to improve his condition. There is no better illustration of the purely business-like feeling entertained by Americans towards Canada than the attitude assumed by U. S. manufacturers who have established Canadian branches. Once located this side of the border they no longer preach annexation, nor even reciprocity. They are willing to fare on the same basis as Canadians.

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THE possibilities of the Canadian West as a wheat-growing centre are practically boundless. The production of wheat there is not, and will not be, limited by the demand, for the demand far exceeds the present and potential supply. Production is limited by other circumstances—comparative smallness of the fertile belt under cultivation and the necessity of more husbandmen. These handicaps are being steadily reduced, and will continue to become more so with the influx of population. To people these vast prairies, which some day will feed an empire, with the best class of settlers is the most pressing work before the Dominion Government to-day. An almost limitless acreage of the best wheat-growing land in the world is calling for the plough, and that is where Canada has the advantage over all other countries. Reliable statistics show that in all the wheat-growing countries of the world, except Canada and India, the estimated yield for 1904 shows a marked decline on the returns of the year previous. This is Canada's opportunity to capture the British market. The Mother Country at the present time imports from abroad about 200,000,000 bushels of wheat. Until recently the great proportion of this amount was supplied by the United States, with Russia and Argentina next in order. During the last few years, however, there has been a startling decline in the exports of wheat from the United States, as may be seen from the fact

that while in 1901-02 the wheat exported from that country amounted to nearly 200,000,000 bushels, it had fallen to 120,000,000 in 1903, and last year's estimate is only 48,000,000 bushels. This enormous decrease is due to the rapid growth of home consumption, and the decline in production owing to exhaustion of the wheat lands. In Russia the estimated yield for the year 1904 shows a decrease of one-third. There is also a marked decline in wheat production in France, Argentina, Australasia, and the United Kingdom itself. This leaves Canada and India as the ultimate factors in the world's wheat production, and Canada has a great advantage over India in being nearer to the British

to a condition of affairs which Canadians should not long tolerate. The United Kingdom does not require 200,000,000 bushels of wheat, but its equivalent in flour. The milling of the wheat exported by Canada should be done in Canada instead of in Great Britain or in St. Paul, Minneapolis, or Detroit. The by-products should be kept in Canada, and the money spent in milling might better go to Canadians than to Americans or anyone else. During the last autumn, several million bushels of Canadian wheat were carried across to the mills at St. Paul, Minneapolis, and elsewhere to be converted into flour. That work should be done in Canada. We are not growing wheat to enrich American millers at the ex-



SCENE NEAR WOODSTOCK, NEW BRUNSWICK

market. The wheat yield for the past year in the Canadian West was near 70,000,000 bushels, a comparatively small portion of the United Kingdom's demand. Our progress in this direction since 1896 is, however, encouraging. In 1896 the British colonies combined only produced twelve per cent. of the total British wheat imports, while last year this percentage was exactly doubled. The increase was largely provided by Canada, our exports in that period increasing by two and one-third times. The next eight years should show a much larger percentage of increase. In this connection, also, may be seen the advantage of another transcontinental railway through the West, which will serve as a winter carrier of grain. This road will put thousands of square miles of fertile territory within easy reach of the outside market. The manifest falling off in the possibilities of the United States as a wheat producing country, and the steady increase in Canadian production draws attention

to a condition of affairs which Canadians should not long tolerate. Canadian wheat might be just as cheaply and easily ground at Edmonton, or Winnipeg, or Montreal, as at St. Paul, and the resulting profits would remain in Canada. This is a question which might profitably engage the attention of the new parliament at its first session. "Canada for the Canadians" is a phrase which should mean something, and is decidedly applicable to the milling of Canadian wheat in Canada by Canadians.

It has always been a cause of surprise to us that our Government, in its immigration campaign in Great Britain, does not reach up into higher social ranks for men and women to people and help work out a future in this country. Good farm laborers we want badly, but farmers of experience, means and education would be of far greater service. There are, besides,

## RESOURCES

thousands of middle-class families of independent means in Great Britain to-day who are leading a more or less aimless life. They have a certain refinement, culture, and love of domesticity, which would be of great value in a new country. At home they are stagnating, mere units in a great social army, wherein the rank above presses down and weighs heavily upon those beneath. In their hearts there is often a yearning, perhaps unconscious, for a broader, freer life. They look across to the colonies. But to most of them Canada is still a wild country of sub-Arctic climate and rude, rough people. They have not any idea of the social side of Canada, of its beautiful and snug little homes; its well-built and universal churches; its free schools, where rich and poor, sitting side by side, gain in childhood the broad human sympathies which kill snobbery and caste; of its lovely summer resorts and homes, not to be excelled in the world. This Canada is a sealed book to them. Did they know it, hundreds of them would come here to make their homes to their benefit and ours. If the indoor workman from the towns can in two or three years gain not only a livelihood, but health and independence on the land, why not these people, better-nurtured, better educated,



LOOKING DOWN THE FRENCH RIVER—ONTARIO

better off financially than the thousands of English artisan immigrants who are prosperous here to-day. They may not know anything of farming, but their ignorance is in a way a strength, for they would not come with any prejudices or antipathies to New World methods. All English people have an innate love of outdoor life, and nowhere can they satisfy it better than here. Moreover, for those who fear the solitude in the remoter West, there are the more populous parts of the Dominion, all with good, cheap land offering. Why does not the Government appeal to this class, who could bring to us an invaluable asset, not only as a laborer or an artisan does in physical strength, but in brains, capital, refinement, and all the English love and tradition of home life. Against the sound Italian and Russian we have no objection, but when we are spending great sums on an immigration crusade, why not try to attract the best of our own kith and kin who won this great country for the Empire, and who can not only bring the spirit and traditions of our great race with them, but who can help in the work of binding still closer and making a still greater force this British Empire whose mission in the world is one of civilization.

## General Notes

THE season in New Brunswick for hunting big game, moose, caribon and deer, which closed Nov. 30, 1904, was the most successful in the history of the province. There was a greater number of sportsmen, larger and better game secured, and the receipts for the licenses considerably augmented. Many sportsmen from the Eastern States, and not a few from the West and several from England have hunted in New Brunswick forests the past season, and but very few have failed to secure fine specimens of the big animals, while many have captured all three, notwithstanding that more game is killed each succeeding year than in the previous season. Game is on the increase. This is due to the very stringent restrictions under which hunting is permitted. In 1902 the total receipts at the Crown Lands Department for hunting licenses was \$10,355; in 1903, \$16,150; 1904 receipts will total \$20,000.

THE dairying organization in the Territories is one of which the farmers are justly proud. Some years ago the Dominion Government organized a chain of co-operative creameries all through the Territories. These institutions, while subject to the control of the patrons, through boards of directors, are under absolute Government management. Most of the patrons separate their milk at home by means of hand separators, and bring the cream to the dairy station once or twice a week in large cans. The cream is then carefully tested and weighed, and at the end of every month each patron gets credit for its equivalent in butter,

and receives a cash advance of ten cents per pound. When the total output of butter for the season is disposed of by the Government, a cheque for the balance due each patron is sent him from the Department of Agriculture. Any settler having the means to procure a few milch cows can thus insure a monthly cash income sufficient to pay all his ordinary running expenses.

Last year the factories had 1,014 patrons, and the butter made amounted to 522,477 pounds, its gross value being \$104,630.



ON LAKE NIPISSING—ONTARIO

THOUGH not greatly encouraged by the Fair authorities to make displays, the stock-breeders of Canada sent some exhibits down to St. Louis with remarkable results. They walked off with a good deal of prize money.

In cattle and horses Canada won over half the total prize money offered. In sheep, with seventeen exhibits in nine classes, and with a total premium list of \$27,644, Canada won \$12,446, twenty-three diplomas and seven premium championships. In Leicesters, Lincolns and Suffolks the Canadians won everything.

In swine Canada had four exhibitors competing in four classes, and from a prize list of \$12,451 they took \$2,903, three premier championships and six diplomas.

The winnings of the Canadians in poultry totalled \$3,055 out of a possible \$5,380 in the classes in which entries were made.

Canadians won \$3,053 on 1,011 birds, among over 9,000 entries. The largest individual winner was a Canadian, Mr. Wm. McNeill, of London, who won \$669.

In hackney horses, Mr. Robert Beith, of Bowmanville, won all specials given by the English Horse Society, totalling in value \$990.

In Ayrshire cattle, with 122 entries and a total prize list of \$3,705, Mr. J. G. Clarke, of Ottawa, won \$900. Mr. Robert Ness, of Howick, Que., won the premier championship for breeder.

In South Downs, Telfer Bros., of Paris, and Senator Drum-

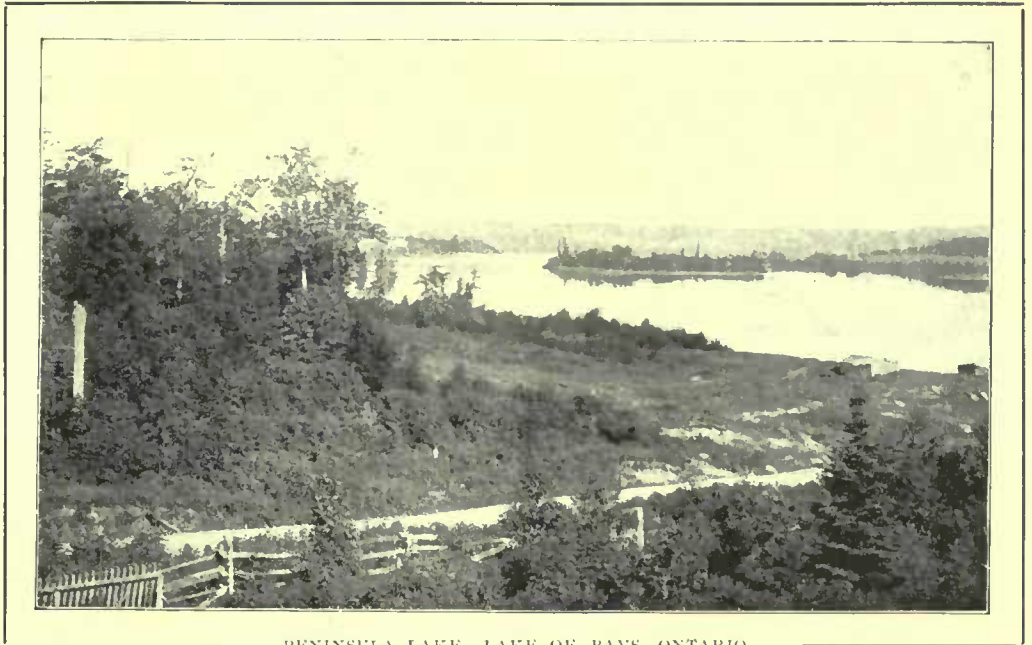
mond, of Montreal, were large winners, securing \$633. In this class the total prize money was \$3,915. While the entries were 197, Senator Drummond won the honor of premier championship breeder, while Teifer Bros. secured the grand prize for championship ram. In Leicesters there was a total entry of 237, with a prize list aggregating \$2,991, out of which the Canadian exhibitors were fortunate enough to secure \$2,786, or all but \$135.

## Four Hundred Years Ago

IN 1505 King Henry sat upon the throne of England. He is pictured to us as a lean, spare man, with a bright, shrewd countenance, grey eyes, and thin, determined lips. In the four and a half centuries which had elapsed since the Norman conquest, England had had tyrants to rule her—debauched weaklings, great lawyers and mighty warriors—but in Henry the Seventh she found her first miser king. The amassing of wealth was the ruling passion in the first of the Tudor line, and so fully and successfully did Henry indulge it that he died possessed of more than two millions of money. But out of his greed for wealth came advantage to England and to the world. There was not one European monarch who, hearing of the voyage of Columbus, did not wish to gain a share of the riches which all men then believed to be hidden in this Eldorado, and Henry the seventh cast longing eyes upon the great land beyond the ocean and resolved to enter the field of maritime discovery, which had already rewarded Spain with the Antilles. Hence, when the famous Genoese navigator, John Cabot, sought his royal permission to sail into unknown seas and countries in the North-West, or the new continent, and take possession of them in the name of England, he gained a kindly consent, if nothing more substantial. A patent was granted on the 5th of March, 1496, "to John Cabote, citizen of Venice, to Lewes, Sebastian and Santius, sommes of the said John," which gave them power to occupy and conquer any land which was "unknown to all Christians."

When Cabot set sail from Bristol in 1497, in the ship 'Matthew,' it is doubtful whether the foot of white man had ever been set upon the mainland of what we know as Canada. Whether Eric, the Iclander, was the real discoverer of America is a fruitful source of speculation to historians and antiquarians. In Boston, some enthusiasts, zealous for his fame, have given public and substantial form to their belief in his visit to the American continent in the eleventh century, by the erection of a handsome statue to him. But the balance of historical probability is against his visit. Until 1488 there is no other claimant for the honor which the world has so unanimously given to Columbus. In that year a mariner from that home of adventurous sailors, Dieppe, one Cousin by name, is said to have been blown by adverse winds across a great ocean into sight of unknown land. With him was a pilot named Penzon, who, on his return, went to Spain and is said to have told Columbus of their discovery, and to have sailed with him on his famous voyage of 1492. But few, save patriotic Frenchmen, give belief to this story. That fishermen from the Basque province had even before this visited the waters around Newfoundland for cod seems likely, for when Cabot, who prob-

ably had his son Sebastian with him, reached the shores of this island, he found that the Indian inhabitants called the fish "Baccalaos," which is the original Basque word for codfish. In Hackluyts' Voyages Peter Matyr, as quoted by Parkman, writes: "Sebastian Cabot himself named these lands Baccalaos, because that in the seas thereabouts he found such great multitudes of certain bigge fishes, much like unto Tunies (which the inhabitants call Baccalaos), that they sometimes stayed his shippes."



PENINSULA LAKE—LAKE OF BAYS, ONTARIO

On what spot on the North American continent Cabot first landed is not known. By some a point in Cape Breton is given, and by others some headland in Labrador. On a map drawn by Sebastian Cabot, and engraved in 1549, which used to hang in the palace at Whitehall, there was this notice: "In the Year of Our Lord 1497, John Cabot, a Venetian, and his son Sebastian, discovered that country which no one before his time had ventured to approach, on the 24th June, about five o'clock in the morning. He called the land 'Terra Primum Visa,' because, as I conjecture, this was the place that first met his eye in looking from the sea on the country."

On his return from what was undoubtedly the discovery of the continent of North America, Cabot was greatly feted, and received from his king the munificent sum of ten pounds.

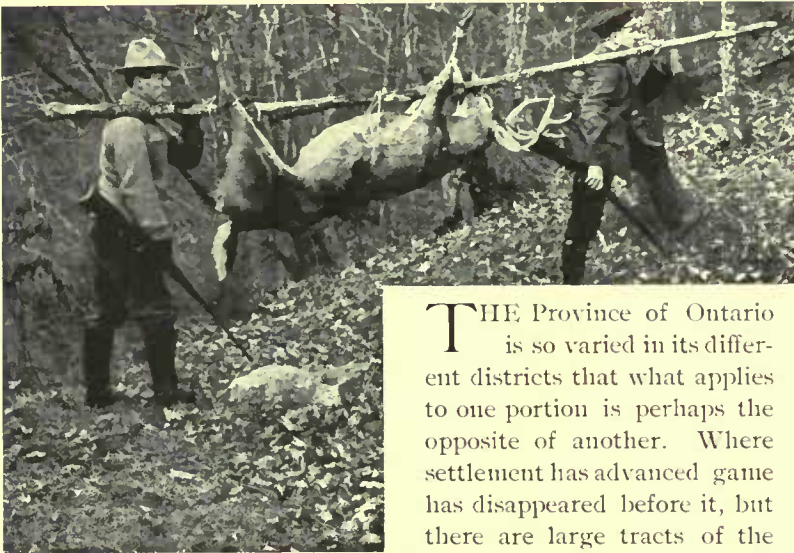
Father and son again sailed, a year later, to the North-West, but there is no authentic record of a voyage from which John Cabot seems never to have returned.

Breton and Normandy fishermen soon followed the Cabots into the fish-laden seas of Newfoundland. It seems generally admitted that Breton sailors were at Cape Breton as early as 1504, naming this land after their own province, the land of Bretons. But to the civilized world, Canada four centuries ago was as un-

known as at the time of Christ. The redmen fought, scalped their foes and smoked the pipe of peace, unsuspecting the existence of the white men with whom they were soon to fight for their heritage. Only the birch-bark canoe disturbed the great waters of the St. Lawrence, and over all the land was a mighty forest. Europe had no knowledge of the New World and no desire for knowledge. As Parkman says, in his fascinating "Pioneers of France in the New World": "Whilst French fishermen plied their trade along these gloomy coasts (of Newfoundland), the French government spent its energies on a different field. Milan and Naples offered a more tempting prize than the wilds of Baccalaos. Eager for glory and for plunder, a swarm of restless

nobles followed their knight-errant king, the would-be paladin who, mis-shapen in body and fantastic in mind, had yet the power to raise a storm which the lapse of generations could not quell. Under Charles the Eighth and his successor, war and intrigue ruled the day, and in the whirl of Italian politics there was no leisure in which to think of a new world." Even at the expiration of another century Canada was still a "terra ignota," despite the voyages of that brave St. Malo navigator, Jacques Cartier, but in 1604 there came to the great continent a man, Samuel Champlain, who first brought home to the Old World what manner of country lay awaiting it in the New.

## Canada's Fish and Game



THE Province of Ontario is so varied in its different districts that what applies to one portion is perhaps the opposite of another. Where settlement has advanced game has disappeared before it, but there are large tracts of the country yet remaining cloth-

ed with the virgin forest, only visited by the lumberman, in which game of all kinds abounds. The Ottawa district is yet one of these, as well as Nipissing and Muskoka, although the railways are now opening these regions for settlement, and a few years hence may class them only as amongst the localities that once held game. Moose are met with on the Dumoine and Collonge rivers, and in the backwoods of the headwaters of the Ottawa river, whilst deer are plentiful; duck and grouse shooting is good, with a fair show of woodcock and snipe, and the waters teem with maskinonge, pickerel and bass. In all the rivers tributary to the Ottawa on its north shore, and in the lakes which lie scattered everywhere in its vicinity, trout are plentiful. In Central Ontario, in the Old Frontenac or Kingston district, there is still good sport to be had among the ducks, grouse and snipe, though not equal to former years. The country in its rear, being rocky or marshy, and unsuited for farming, still abounds with deer, and is a favorite hunting ground, especially along the Opeongo and Hastings section. At the Thousand Islands, a long stretch of the St. Lawrence River, unsurpassed for beauty, and a favorite summer resort, splendid trolling is afforded for bass and maskinonge, to say nothing of fishing for smaller fry. Rice Lake, in the rear of Cobourg, and the neighboring lakes are famous for maskinonge and bass, and the innumerable quantity of wild ducks that resort there to feed upon the vast fields of wild rice which abound along those waters. The Holland marsh, between Toronto and Collingwood, is famous for snipe, plover and duck. In its vicinity, in years gone by, was one of the famous pigeon roosts, or places where the wild pigeons

flocked to breed in thousands, whence they made their daily incursions into the surrounding country for food. This has, however disappeared, though stragglers occasionally return to the roost, but the mighty flocks of pigeons have emigrated to South America. In autumn these birds are to be found scattered in small flocks along the edges of clearings, feeding on grain fields, but their numbers are very limited and yearly becoming less. On Lake Erie, Long Point and Point Pelee, the St. Clair Flats, on the western boundary, and Baptiste Creek, are admirable ducking grounds. Long Point, averaging eight miles in breadth and projecting some twenty miles into the lake, with wide fringes of marsh on both sides, in which wild rice is the chief growth, is controlled by a club of sportsmen, who keep it strictly preserved, and thus have it well stocked with game. Quails have been introduced with grouse on the higher ground, and wild turkeys have, of late years, been introduced, which are thriving on the ridge of land, running the length of the Point, crowded with oak, maple, cherry, elm and chestnut trees, affording a splendid cover for this noble bird. The only localities in Canada, apart from this, where the wild turkey yet remains, are in the counties of Essex and Kent, and there they are rare. In the early days of settlement, the whole western peninsula of Ontario abounded with the turkey, and the peculiar growth of the woodlands there, comparatively free from underbrush, afforded magnificent sport. Proceeding northwards along Lake Huron, along whose shores curlew, plover and water-fowl abound, the Manitoulin Islands still afford good shooting and fishing in the waters round them. At the Straits of Mackinaw and Sault Ste. Marie, splendid fishing can be had, the salmon trout of Lakes Huron and Superior attaining a very large size, whilst all the rivers running into the Georgian Bay and Lake Superior teem with trout, and are favorite resorts. Whenever the country is in a state of nature, the sportsman must rough it and live under canvas, laying in before he starts his necessary camp furniture and provisions. All along Lake Superior the rivers and streams running into it, and especially the Nepigon, are a paradise for trout fishermen, and seem still to possess as many fish as when discovered. Bears, deer and an occasional wolf may here be killed, whilst the larder may be kept well supplied with feathered game.

IN Manitoba, within a few miles west of Winnipeg, prairie fowl are to be found scattered in all directions, in numbers sufficient to satisfy any sportsman, whilst in autumn ducks and water-fowl literally cover every pond and lake. Successive flocks of these keep sport alive. First, in August, the grey duck and

merganser make their appearance, succeeded in September by sea ducks of every description, and during these months geese, ducks and prairie fowl take to the stubble fields, where civilization has reached, and are easily shot. Professor Macoun states that about forty species of game birds are to be seen on the prairie at that season. In Southern Manitoba the elk is yet found in the neighborhood of Moose Mountain (wrongly named) for the moose frequents the country further north, lying between Lakes Manitoba and Winnipeg, and the country west of Lake Manitoba. In the latter, as well as in the waters of Winnipeg, there are large quantities of whitefish of a very large size and superior quality, and sturgeon of an enormous size are found there, and in the Saskatchewan and Red rivers. In all the mountain streams of the North-West which unite to form the South Saskatchewan, there are multitudes of beautiful trout with salmon-colored flesh. To the sportsman and the lover of the picturesque there is no place in that portion of Canada that holds out inducements equal to those to be found in the Bow River district. Hunting or fishing, as he turns his gaze to the west, he will see, towering up to the skies, peak over peak, the everlasting hills. Should the mountains become tiresome, he has only to turn to the east and look over the swelling prairie, until in the distance the grassy mounds melt into the limitless horizon. The Peace River district is a great resort for bear, both black and grizzly, and there is abundance of the larger game also—elk, moose and deer. All its lakes teem with fish of the very best quality; geese and ducks during their migration are in countless thousands, an evidence of which is given in the fact of many thousand geese being killed and preserved for winter use every autumn at the Hudson Bay post, Fort Chippewyan. At the same place no less than 25,000 whitefish are dried every year for winter use, such as are not required as rations for the men being fed to the train dogs. The country here is described as park-like, the undulating plains being dotted with groves of trees.



ON THE WAY TO CAMP

sions in the mountains are making the animals more wary every year, and were it not for the inaccessible places they are able to scale, and the giddy heights they fearlessly tread, where man cannot follow, their days would be soon numbered and they would become like the buffalo, an animal of history.

IN British Columbia, the general aspect of the country naturally impresses the sportsman that it is a land abounding with game. The rugged mountain ranges are wooded on their slopes, and have in their embrace lakes, swamps and natural meadows; lakes of all sizes, from the little pond to the body of crystal-like water 100 miles long, often linked by streams, lake after lake turning and twisting to find an outlet to the ocean, generally through one or other of the larger rivers of the province, all abounding with

fish. On the low lands and near the coast in the winter the black-tail deer is numerous. This animal frequents the dense coniferous forests of the Pacific Coast, delighting in their dark and damp recesses. It is seldom found far from timber or from some thick covert into which it can retreat. To the northward, where it has been but little hunted as yet it comes down frequently to the salt water to feed on a species of sea-weed cast up on the shore, and the Indians kill many, so feeding, by stealing up within shot in their light canoes. Deer are abundant on the islands and among the mountains of the coast, but there are great areas of territory where, owing to the thick and tangled character of the undergrowth, stalking is out of the question, because of the impossibility of noiseless progress through the thickets. The elk is abundant on the coast line of the mainland, especially east of the Cascade range. Grouse are found everywhere, both on the mainland and the island, frequenting the thick fern and the pine lands, the willow grouse much resembling the English partridge. Prairie fowl are plentiful in the valleys of the east Cascade region, and occasionally the rare game bird, the large sage hen or "cock of the plains," may be found above Osoyoos. Ducks, geese, snipe and pigeon are everywhere, the mouth of the Fraser River especially being a great resort for wild fowl. The valleys of the Thompson, Okonagon and Cache Creek afford good sport for the rifle and the gun, and in the mountain districts, bears may be had with the aid of a guide and experienced hunter. The grizzly and cinnamon bear, with wolves and lynx, can be hunted, but the sport is by no means free from danger, and considerable roughing must be encountered by the hunter.

WITHIN the Rocky Mountains, besides fishing, hunting the Bighorn and the Rocky Mountain goat will give exciting sport. In spring and summer the males form separate bands of from three to twenty, and feed along the edges of glaciers, or rest among the castle-like crags of the high summits. Whether quietly feeding or scaling the wild cliffs, their noble forms and the beauty of their movements never fail to strike the beholder with lively admiration. In the months of November and December all flock together, male and female, old and young. Wary in the extreme, they are most difficult to approach, and it is only by exercising all the stratagems of a hunter that a shot can be fired at them. Man's incur-



PICKEREL FISHING ON THE FRENCH RIVER—ONTARIO

Salmon in British Columbia are far more numerous than in the Atlantic Provinces of the Dominion, coming up from the sea in millions; this is no exaggeration. Six species are said to exist in the waters of the Pacific Coast, four of which are excellent and of great commercial importance.

## RESOURCES

On the Fraser, the Skeena and the Bass rivers, large canneries are located. Trout abounds in all the lakes and streams, and whitefish are common in the lakes in the middle and northern interior of the provinces. Smelts of two kinds are abundant on the coast, and a delicate fish known as the "Candle fish," or Oolachan, is very abundant along the coast in spring.

In some portions of the province the country is open and dotted with trees, much like an old world park, and a horseman can canter along at will without underbrush to impede his progress. Snow seldom falls to any depth, except in the mountains, and, as a consequence, the game is not driven from its regular grounds as in many of the other older provinces.

NOVA SCOTIA is more celebrated for moose and salmon than any other kinds of game that are found in the sister provinces. Moose are plentiful, although constantly hunted, and afford rare sport for British officers quartered at Halifax. The neighborhood of the chain of lakes between Annapolis and Liverpool, and the Petite and the Garden rivers is claimed as one of the best hunting grounds, whilst the Indian guides, necessary for the full enjoyment of sport, know all other likely grounds. Caribou are found in the Cobequid Mountain district. Grouse are plentiful all through the province, but the finest shooting is woodcock, which are found in great numbers. Snipe are tolerably abundant, and salmon abound in all the rivers, whilst the number of trout will surprise the fisherman unaccustomed to Canadian streams.



A WEEK'S HUNT IN THE LAKE NIPISSING DISTRICT, ONTARIO

THE principal attractions of New Brunswick for the sportsman are moose, caribou, salmon and the St. Croix trout or land-locked salmon. Moose are not nearly as abundant as in former years, and can only be found by parties visiting the province enlisting an old hunter in their cause. The great Tanta-mar marsh in the south-eastern part of the province has the reputation of being a splendid snipe ground, while the Restigouche is

IN the older settled portions of Canada the undoubted experience is, that the climate has been modified by the decrease of the forest area and the draining of swamp lands. Malte Brun says "the same changes, as to climate, are taking place in Canada which were observed in Europe when the dark masses of the Hercynian forest were felled, and its morasses drained by the laborious arms of the Germans, and the climate, becoming more mild, has undergone a change of 8 deg. to 10 deg. on the average, since the efforts of European industry were first applied to the cultivation of the country."

The number of centenarians, especially among the Canadians of French descent, whose ancestors for ten generations have lived and died in Canada, attests the suitability of the climate to the European races; as also do the facts that the weight of children

equally celebrated for the quantity of wild fowl, especially geese, that visit it.

THE Province of Quebec affords excellent shooting in many parts; swans, geese, ducks, grouse, woodcock and snipe, moose, caribou, salmon and trout are found in abundance in their several localities. The chase of the two former is only pursued during the winter, is hardy and exhilarating, but real, downright hard work, and repays the toil. In the rivers emptying into the River and Gulf of St. Lawrence, the lordly salmon is to be found, and the fly or any other fishing is simply superb. In the River St. Lawrence are localities noted as the resort of wild swans, geese and ducks, snipe and plover, curlew and sea fowl of every kind, while the forests all through the province teem with grouse, and the woodland openings and swampy thickets harbor countless woodcock in their season. The

large amount of unsettled country in the province tends to keep up the abundance of game, in which the more settled portions of Canada are deficient.

IN conclusion, this remark applies universally; that with the advance of settlement animal life retreats. The western plains, so lately thronged with bands of elk and antelopes and roamed over by countless herds of bison, are yearly required more and more for human pastures, instead of nature's feeding ground. Hill, valley, forest and meadow everywhere are alike coming under man's control, thereby rapidly pushing to the verge of extinction many species of animals which were formerly abundant. But for the true sportsman there is yet abundance of game, and the migrations of the wild fowl save them from the universal destruction which threatens quadruped life. Canada is easy of access, its hunting grounds are equal to any of those in Europe, and free to all, and for scenery and beauty of landscape, for the grandeur of its forests, the wild solitude of its mountains, and the placid waters of its inland lakes, it stands unrivalled.

at birth and the size at twenty-one years are far above the average of Europeans.

During the insurrectionary movement in the Canadian North-West, in March, 1885, men and boys were marched from the Niagara peninsula, and from all the cities between London and Halifax, without any special selection. Five thousand troops, with another thousand employees of various kinds, travelled in open box-cars over the Canadian Pacific Railway, marched across the "gaps" in the then uncompleted railway, trudged through snow and slush by forced marches northwards from three points of the railway hundreds of miles distance from each other. Yet of the six thousand, during months exposed and going as far north as the 53rd parallel, not one man died from any disease traceable to the climate.



# Notes of the Provinces

AND

## Newfoundland

—Lack of abundant coal in the vicinity of our iron ore has been the chief drawback to the establishment of iron and steel industries in Newfoundland. The iron, steel, shipbuilding, cotton and woollen industries of the Old Country are established in the midst of an abundant supply of coal. But when steel can be made cheaper by electric smelting than by coal smelting, then the steel industry will be revolutionized and Newfoundland will have a big chance as a steel producer.

— P. T. McGrath, of St. John's, Newfoundland, the well-known writer on the resources of Newfoundland, has this to say of the territory now in the control of the Harmsworths, of London, Eng. :

"A great industrial scheme is unfolding itself, in the acquisition by the Harmsworths, of London, of a lumber property 1,400 square miles in extent, in the interior of our island, with which to establish a pulp-making plant equal to any in the world. The forest area is that known as Millertown district, which was first operated by Lewis Miller, a Scotch lumberman, who had previously been a large worker in the Swedish woodland, but who moved to this colony about four years ago. After a couple of seasons working he sold out again to the "Lumber Estates Company," of which Mr. H. M. Whitney, of Boston, is president; Mr. W. D. Reid, of St. John's, is treasurer, and Mr. B. F. Pearson, of Halifax, is secretary, this concern holding half a dozen mills in different parts of our island. The attention of the brothers Harmsworth, who have sixteen papers and periodicals in London, was attracted to Newfoundland as a country to start a pulp-making plant in, and they sent their expert, a Mr. Beeton, here to 'spy out the land.' He was favorably impressed with this Millertown and contiguous properties, and after protracted negotiations the contract for their acquisition by the Harmsworths is now virtually completed. Certain amendments by the Government to the Crown Lands Act,

tending to protect forest areas from the carelessness which causes these fierce woods fires that ravage the country in summer, are to be provided, and some other facilities guaranteed by Railway Contractor Reid, and when these are finalized the Harmsworths will take possession and begin the

the negotiations with the Newfoundland Government, the Reid Company and Mr. W. Parker Allan, of New York, the lawyer for the Harmsworths, that Mr. Whitney made his recent visit to Newfoundland, and he left here very favorably impressed, not only with the outlook for his own business interests,

but with the generally prosperous condition of the colony, the boom in its industrial avenues, and the encouraging prospects from the introduction of other outside capital which must follow the advertising it receives from the settlement of the French Shore dispute and the advent of investors of such world-wide fame as the Harmsworths. The closing of this immense 'deal' is expected to take place before New Year, and with the opening of spring the Harmsworths engineers will break ground for the new buildings."

—The exports of codfish, salmon, oil, furs, etc., from Labrador for 1904, were as follows :

248,367 quintals Dry Codfish	\$950,921
1,135 tierces salmon	21,033
105 barrels trout	913
74 tons cod oil	6,153
23 tons seal oil	1,496
92 barrels herring	358
17 barrels caplin	51
5 quintals green fish	20
640 lbs. feathers	128
Furs	15,614

Total ..... \$996,677

The firm of C. & A. Dawe, of St. John's, Nfld., did the largest business in dry codfish—18 vessels clearing from various ports in Labrador carried 64,437 quintals, value \$257,748. With one exception these cargoes were for Mediterranean ports.

The Hudson's Bay Co. exported 536 tierces salmon valued at \$10,718; 15 tons seal oil valued at \$964; 640 lbs. feathers valued at \$128; furs valued at \$10,964; total value, \$22,774.



Area, 42,734 square miles. Population, 220,000. Map of Canada—with portion marked black showing position and extent of Newfoundland.

work of installing the preliminary appliances and workmen for setting on foot an enterprise the magnitude of which forms an assurance of prosperity to our industrial classes for many years to come, as great numbers of workmen will be employed.

"The Harmsworths have formed themselves into a limited liability corporation called "The Amalgamated Press," to carry on this venture, and their initial outlay will be about \$2,000,000. Of this \$500,000 will be paid for the properties they are acquiring, which include, besides the forest lands, a railway 22 miles long, a saw mill, one of the best equipped in the world, and a shipping pier at Lewisport. The wood, water-power and shipping facilities are highly satisfactory, and for nearly nine months of the year it is possible to maintain unimpeded navigation between Lewisport and England, while for the remaining months the Reid railway line will serve as a feeder, connecting with ships at St. John's or Placentia. It was to participate in

## New Brunswick

—The Miramichi Pulp Mill Paper Company, which bought the Sulphite Company's property at Chatham, is preparing for an active season. The manager expects to start the works about Jan. 1, and will employ from 125 to 150 men.

Already some 5,000,000 feet of lumber have been bought, and the company have arranged to cut about 15,000,000 feet this winter. It is the intention to go into the manufacture of paper, and a large factory will be erected before the season of 1906.

—Engineers who had gone over most of Canada admitted that the low grade needed by the Grand Trunk Pacific Railway might be obtained on the rest of the route, but in Northern New Brunswick it could not be secured. The route was restricted to such a limited width of rough territory that the low grade could not be found. A special inquiring campaign was made at this corner. One enterprising engineer was set against the problem and promised that he would not find it to his disadvantage to secure the low grade route. The result has

been the turning of the awkward corner with a line which will have a maximum grade of four-tenths of one per cent. for east bound traffic, and six-tenths of one per cent. for west bound traffic. The com-

missioners feel this is all they desire. They are certain of being able to build a line in which a thousand-ton train can be hauled from the wheat-

fields to the seaboard. They are also confident of being able to compete with the rail and water route for grain. That is the opinion of more than one of the commissioners, though they are not saying much about it. In fact, the commission is too busy building a line to demonstrate this belief. They have little time for talk.

—Dr. Matthew, of St. John, N.B., has sold his valuable collection of Cambrian fossils to Mr. William McKenzie, of Toronto, who has presented it as a gift to Toronto University. The price paid for the collection was \$2,500.

The collection represents the gatherings made since 1877 for a period of twenty-seven years, and consists of the best representation of the life of the Cambrian period, as shown in New Brunswick, Nova Scotia, Cape Breton and Newfoundland rocks. The collection contains 130 genera, 13 sub-genera, 380 species, 41 mutations and 68 varieties; it consists chiefly of sea-shells, worms and crustaceans. Toronto University is to be congratulated upon the



Area—27,985 Square Miles. Population—331,120. Map of Canada—with portion marked black showing position and extent of New Brunswick.

## RESOURCES

possession of such an exceedingly valuable collection.

—The recent developments south of Moncton are still progressing, and deeper drilling has developed more productive lands. The production in this field at the close of 1903 is estimated to be close to one hundred barrels per day, the product of fifteen wells, if pumped to their capacity. The depth varies from 1,000 to 1,500 feet.

—Hon. F. C. Whitehouse, of Topsham, Me., confirms the report that he and David S. Cowles, of

New York, have bought out the interest of W. H. Parsons in the large timber tracts, mills, schooners, stores, etc., on Great Salmon River, as well as interest in the Bowdoin Paper Co., the Lisbon Falls Paper Co. and the Pejijescote Paper Co., all in the State of Maine, U.S.A. During the next three years Messrs. Whitehouse and Cowles are under contract to supply the mills of the companies named with spruce lumber. They will cut about three million feet this winter. The mills have a daily output of 150 tons of paper and 125 tons of pulp.

—The fishing in the New Brunswick rivers is especially good. The Nipisiguit, Miramichi, Restigouche, St. John, and others, afford the salmon fisher glorious sport. A pilgrimage to the Restigouche would afford sufficient material to keep his memory busy for years to come. A well-known American sportsman writes that "the northern countries of the province that border on the Bay of Chaleur afford unquestionably the best field for sportsmen to be found in America east of the Rocky Mountains."

### Nova Scotia

—The Nova Scotia Steel Company at Belle Island, Nfld., will put out 100,000 tons of ore for Sydney alone this season, beside the quantity they have sent to Rotterdam and other points. Up to date they have landed at Cape Breton 80,000 tons, and three steamers with a carrying capacity of 5,000 tons will take the balance before work closes for the year. They propose making a lot of alterations in the pier and pockets at Wabana this winter, increasing the size and strengthening the whole structure.

—The importance of locating schools of engineering in the vicinity of large engineering works is being daily recognized by universities and large institutions of learning. One of the latest examples is the movement of King's College, Nova Scotia, to hold its school of engineering at Sydney, C.B. The first year of the engineering course will be given at King's College, at Windsor, N.S., but the other three years will be given at Sydney, C.B., where the degree will be conferred.

—Springhill, N.S., is the headquarters of the Maritime Mining Student's Association. The organization of this association and its meetings are both interesting and instructive, as may be gathered from some of the topics discussed at its last meeting, when papers on the following subjects were read: "Entering a mine for exploration after an explosion," "The bord and pillar methods of working," "Miner's Diseases," "Blasting," "Fire

Damp," "Explosions and After-damp," and "The use of explosives in mines."

—Halifax capitalists are reported to have purchased the Pictou Smelting Works, which were built with considerable splurge a few years ago. The company which will operate the works is

profit; as to whether the ores from the Cheticamp district can stand transportation to Pictou, and the expense of two staffs instead of one, is a matter which will shortly be demonstrated.

—Several deep wells drilled within the last four years near Lake Ainslie, Cape Breton, have failed to find petroleum in paying quantities, although the succession of shales and sandstone deposits are quite similar to those of the Pennsylvania productive region.

—It is reported that the Torbrook iron mines, owned by George E. Corbett, of this town, and S. M. Brookfield, Halifax, are about to be sold to a wealthy syndicate. The mines are situated in Annapolis county, three miles south of Wilmot Station on the Dominion Atlantic Railway, and 30 miles from Annapolis. A branch line of three miles has been built into the mines. There are a number of rich deposits of iron in this section of the county. The Londonderry Iron Mines

Company own and are operating a mine in this neighborhood.

In addition to their mining areas, Messrs. Corbett and Brookfield own 100 acres of land in Annapolis, with a harbor frontage available for the erection of smelting works and piers.

With the development of the iron mines with their vast resources and the establishment here of smelting works, the ore would of necessity find its outlet through this old historic town.



Area—21,428 Square Miles

Population—450,574

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

known as the Inverness Copper Co., Limited, who propose to increase the capacity from 100 tons to 300 tons per diem. It is reported that some \$220,000 have been expended on the plant, but this report lacks confirmation. The Inverness Copper Company is the name of a concern owning a large area of territory at Cheticamp, C.B. If the smelter can secure an adequate supply of ore and is managed by a competent man, it should at least pay expenses, and would probably make a satisfactory

### Quebec

—A corporation composed of Montreal men has formed "The St. Lawrence Coal Company, to acquire and operate what has been known as the "Collins Coal Areas" in Cape Breton. The area obtained contains about 700 acres, which are to the westward of the General Mining Association's ground, and run to the east shore of the Little Bras d'Or. Three known seams of workable coal are comprised within the area: the Edwards seam, the No. 3 seam, and the Collins seam, and each has been more or less developed.

The company has been capitalized at \$300,000, one-half of which is six per cent. preferred stock, and the balance common stock. The president of the company is Mr. James Robinson, Montreal, and the engineer is Mr. Charles Brandeis, who is also vice-president of the company.

—The McKenzie Trading Company has been absorbed by a new corporation, as a result of the mineral discoveries which have been made in the northern part of the province. The new company will send an expedition into the Lake Chibogamoo district next spring.

—In Quebec a number of deep wells have been drilled in the last ten years on Gaspé Peninsula.

In all, fifty-two wells have been drilled in this locality, from 500 to 3,700 feet in depth. A number of these have shown traces only of petroleum of good quality, one variety being much lighter in gravity than the other. There are several well defined anticlinals in a general south-east north-west

mineral district has been added to the field for development and investment in Canada through investigations made in Northern Quebec during the season just closed by Mr. J. Obalski, provincial inspector of mines, who brought back specimens of copper ore, magnetic iron, gold and asbestos, which he discovered in the region of Lake Chibogamoo, about 200 miles north-west of Lake St. John, and 400 miles from Quebec city. The district gone over by Mr. Obalski is some forty miles by twenty in area, and is in the Huronian formation, as shown on the maps of the geological survey. As the district is within 100 miles of the probable route of the proposed national transcontinental railway, it is important that the extent of its mineral resources should be more accurately determined. Of perhaps greater importance than gold or copper is the discovery of a large belt of serpentine rock at one place, in which a special prospect was made. From it were taken



Area—351,873 Square Miles

Population—1,648,898

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

direction, more or less faulted. The strata containing the petroleum are sandstone, alternating with red or brown shales, which are supposed to be of Devonian age.

—It is quite possible that a new and important

samples of good quality asbestos, the fibre varying from one inch to three inches in length. The Province of Quebec already produces about 40,000 tons of asbestos, or eighty per cent. of the world's consumption, and this should be a

valuable addition to our monopoly of that mineral. There are also what are probably extensive veins of copper ore, carrying bornite, also of iron pyrites and magnetic iron. There is an abundance of timber in the district, suitable for pulp-wood, and excellent water-power.

—The Davies Packing and Provision Company, which is the largest company of its kind operating in Toronto and its surrounding towns, will erect a plant on a site immediately adjoining the Montreal Stock Yards on St. Etienne street, Point St. Charles, Montreal. The company expects to do a large export trade to England.

—A promising deposit of iron ore has been discovered on the farm of Mr. William Talmage, near Sweetsburg.

—The Bell's Asbestos Co., Ltd., announce that they have been again favored with the contract from the Admiralty for the supply of their asbestos specialties.

—The Ottawa and Hull Power and Manufacturing Company have closed a contract to furnish the International Portland Cement Company 3,500 horse-power. The power will be delivered to them 10,000 volts, three-phase, 60 cycles. The contract is for a period of ten years, with option of renewal,

and was prepared by R. S. Kelsch, consulting engineer, Montreal.

—Mr. Henry M. Whitney, of Boston, former president of the Dominion Coal Company, has purchased the asbestos mine owned by King Bros. at Thetford Station. The price reported is \$1,500,000.

—The fisheries of Gaspé are, in fact, the richest in North America, and probably the richest in the entire world. Worked for over two centuries, these fisheries have yielded commercial products to the value of many millions of dollars, and have been the means of livelihood of hundreds and hundreds of families.

## Ontario

—The production of petroleum in Canada comes almost entirely from the Petrolia and Oil Springs district in Lambton county, and Bothwell, in Kent county. One of the first productive wells was put down at Oil Springs, in 1862, which flowed vigorously. For nearly twenty-five years the quantity of petroleum produced in Canada has been gradually declining, notwithstanding the opening of a number of small pools within the past four years. One of the most important of the recently developed pools is known as the Dutton district, in Elgin county. There was also some production in the southeastern portion of Essex county.

—The National Transcontinental construction commission are arranging for the sending out of twenty more surveying parties. Up to the present time the portion of the route to the west of Lake Abitibi, extending to Winnipeg, has not been touched. However, before Parliament opens, the field work will be well in hand, and the entire route from Montreal to Winnipeg will be under the surveyor's chain. The stretch from Abitibi westward will be divided into three districts, each under the supervision of a district engineer. The organization in the east is working satisfactorily, and the system will be applied to the west.

—An oil gusher, bigger than any yet discovered in Moore Township, was struck by Messrs. Duncan, Dunfield and Wilkinson. This opens up a new oil field six miles from Petrolia.

—An important article has been published by Mr. Joseph Wharton, the millionaire metallurgist of Philadelphia, reporting the discovery of a most valuable by-product in the nickel ores of Sudbury. Mr. Wharton, when visiting the Sudbury district some time ago, became interested in a pile of refuse from the nickel smelting furnaces and began a series of examinations, resulting in the discovery of several by-products, particularly palladium, a product that is more valuable than gold.

One of the chief physical properties which makes palladium of such value is its high fusing temperature, which makes it suitable for crucible evaporating dishes, and in the chemical laboratories, while its silvery appearance and non-corrodible property makes palladium valuable to the manufacturer of delicate instruments, such as chronometers, verniers, surgical instruments, etc.

—Ontario has a land area of 142,000,000 acres (220,000 square miles), over 100,000 square miles being forest and woodland. By the census the total of improved lands in the province was 13,266,335 acres, of which 9,213,000 were under crop.

—A company is being formed in Winnipeg to develop the peat deposits around Fort Frances, Ont., and manufacture peat fuel. The company is being organized with a capital of \$200,000. Preparations are now being made for the building of the first

factory, which will have a capacity of fifty tons of peat fuel per day, and when this is completed others will be built in the immediate vicinity. The supply of peat is said to be unlimited.

—Tenders are invited for a \$200,000 lift lock at Kirkfield, on the Trent Canal. The location will be between Lake Simcoe and Balsam Lake, or about one hundred miles from the Peterboro lift lock. The Kirkfield lock will be about ten feet shorter than the one at Peterboro, and the lift will be fifty-five feet, or ten less than at Peterboro. The towers at Peterboro are of concrete; at Kirkfield they are of steel. The lock, as well as that portion

mine has struck in lower levels, 200 feet deep, several bands of high grade hematite ore, totalling 23 feet of clean ore, and an additional ten feet or more of second grade. This is an entirely new iron area, and if the bodies prove to be continuous, may develop into an important field. North of Temagami there are two promising prospects, one for iron pyrites (sulphur ore), and another for arsenical pyrites. There are a number of other iron pyrites and arsenical properties in the district which are likely to be exploited next season.

—The North American Saw Co., of Philadelphia, has purchased a site in Toronto upon which it intends to erect a branch factory.

—The wheelpit of the Electrical Development Co., at Niagara Falls, is completely excavated, and work on the brick lining will soon commence. Work will be continued all winter.

—Since the completion of the Canadian Northern Railway between Winnipeg and Port Arthur, the country along the line has made remarkable progress. Port Arthur has become a city, and the towns of Fort Frances and Rainy River have grown into important places and are attracting the attention of many capitalists, who are investing millions of dollars in the development of the resources made tributary by the magnificent Rainy River and numerous lakes that extend

over a vast region rich in forests and mines, and at present forming one of the finest hunting and fishing grounds to be found in North America. Elk, cariboo and moose are plentiful, and have seldom been frightened by the sportsman. Ducks and grouse are more numerous than can be imagined, and the lakes and streams are full of the finest of fish. The country is intersected by thousands of lakes of pure water, and the lakes are dotted by thousands of beautiful islands, many of which have never been visited by man.

At the town of Rainy River there is now one of the largest and finest sawmills on the continent, and it is worthy of notice that much of the lumber for Manitoba is taken from the Rainy River country. It is at the outlet of Rainy Lake that the mighty river leaps over the rocks in a fall of nearly thirty feet, interrupting navigation, but producing an unlimited water-power that is to be developed immediately at a cost of several millions, and with the vast prairie country near at hand the opportunities for manufacturing are most advantageous. The pine producing country extends not only along the streams that fall into Rainy River from the north, but continues all the way over the height of land following the shores of rivers to James' Bay. Fort Francis is likely to soon become an important manufacturing centre, and is now growing with amazing rapidity. This is a favorite stopping place for tourists, the town and its inhabitants being attractive to visitors.



Area, 290,862 square miles. Population, 2,182,547. Map of Canada—with portion marked black showing position and extent of Ontario.

of the canal which it is located, will be completed next autumn.

—The deposits in the neighborhood of Cobalt, Ont. (a new station on the Temiskaming Railway, five miles from Haileybury), have panned out well the past year, about \$200,000 worth of cobalt, nickel, silver and arsenic having been shipped to New York for treatment. These deposits were discovered about a year ago.

—W. E. H. Carter, of the Bureau of Mines, made an extended trip to Northern Ontario in November, 1904. He reports activity in the mining industry. The Huronian Co., developing the water-power at Eurbine, expect to deliver 11,000 horse power to the Canadian Copper Co. next year. The Copper Company has a blast furnace in operation in connection with the converters. The Creighton mine has easily supplied sufficient ore to the works, so that the other mines have closed down. High grade material has been produced from matte, having 80 to 82 per cent. combined nickel and copper, and at lower cost than in any previous period. The Massey Station copper mine has now got the Elmore oil plant satisfactorily concentrating ore. The Herminia copper mine adjoining the Massey is also being actively developed. A shaft has been sunk to a depth of 200 feet to the vein. The Shakespeare gold mine is putting up a five-stamp mill, and ore will be treated shortly. Another adjoining mine in course of development is the Avon. On the Algonoma Central, north of the Sault, the Williams iron



IMMIGRANTS CAMPING NEAR WINNIPEG—MANITOBA

## Manitoba

—The following table shows the mileage of the branch lines constructed in Manitoba in 1904 by the Canadian Northern Railway :

St. Charles to Somerset.....	77
Beaver to Gladstone.....	18
Neepawa Junction to McCreary Junction.....	74
Rosburn Junction to Rosburn.....	80
Hudson's Bay line to Oak Point.....	56
Emerson line.....	22
Greenway to Wakopa.....	55
Portage la Prairie westerly.....	50
—	
Total.....	431
Port Arthur line from Fort Frances to Port Arthur.....	231
—	
Grand total.....	662

In the Saskatchewan country railway construction was most expensive. Over the North Saskatchewan the company built three bridges, and over the South Saskatchewan two. These were all steel and their approximate cost was over \$1,000,000.

—Speaking at Winota, at a banquet to Dr. Roche, M.P., in December last, Mr. Roblin, premier of Manitoba, said he was thoroughly in sympathy with the Territories in their effort to obtain self government, and went on to say that the opportunity was not one to be neglected by Manitoba to press her claims, looking toward the extension of her boundaries. He was not prepared to urge encroachment on the Territories to the west, but he did think that the time had come when Manitoba might properly insist that her northern boundary might be extended to Hudson's Bay, so as to include within the provincial limits a seaport which, connected by rail with more populous centres of the province must prove of inestimable economic and social benefit to Manitoba. The Government over which he presided would use its best endeavors to secure this proper extension. This once accomplished, it would fall within its province to construct the necessary connecting link of the railway, thus giving Manitoba farmers direct connection with their market in Europe.

—The statement has often been made that the

climate of Manitoba is too severe for the successful cultivation of fruits. This erroneous supposition has arisen from the failures experienced by early settlers to acclimatize the varieties of apples, plums, cherries, etc., which are grown in the warm, moist climates of the east and south. Varieties have been procured from countries having a climate similar to that of Manitoba, and the province is now able to point with pride to progress in fruit-growing.

Plums, currants, gooseberries, raspberries and strawberries grow wild in abundance, and the early settlers from Ontario, etc., scarcely missed the fruit gardens of their old homes in the midst of this plenty.

Vegetables grow to a remarkable size and of excellent quality. Cabbage and cauliflower attain surprising proportions, and all other garden produce likewise. Tomatoes ripen in the open air. Melons are also grown with slight protection. Beets, carrots, lettuce, radishes, in fact all that the gardener in any country considers worth growing is at home in Manitoba. Of late years considerable interest has been taken by farmers in the subject of fruit-growing, and it is now not uncommon to find

tunate enough to realize even a small fraction of the value of their Russian possessions, helped those who had nothing. They had barely time to locate on their reservation and erect rude shelters on the prairies before a Manitoba winter was upon them. Next spring they broke some land and planted their first crop. But the grasshoppers took it all, and then their plight was desperate. The Dominion Government came to their aid and loaned the Mennonite Church the sum of \$80,000. The church authorities distributed it as it was needed, became responsible for the repayment, and assessed each man for his share. Needless to say the debt was fully paid up in a few years after it was incurred.

This Mennonite community occupies a territory extending from Winkler in the west almost to Morden in the east, and from Rosenthal north to Gretna south. Gretna is almost in the centre of the south end. The population of this district is about 15,000. At least half a dozen prosperous towns or villages dot this area. Each one has from three to five elevators. The district is crossed from north to south and east to west by railway lines. The extent of the reservation is practically 600 square miles, and no similar area in Manitoba produces more or a better grade of wheat than it does.

—Winnipeg, with its commanding position as the gateway of the Northwest, bids fair to become very soon one of the greatest cities of the Continent. It is increasing with marvellous rapidity in extent, population and importance. The construction of the National transcontinental railway will impart to its development an additional impulse, and to its greatness a more solid and enduring character. With such a past to look back upon and such a future in prospect, it is not surprising that the premier city of the plains decided to give a hearty support to the railway scheme which means so much for its prosperity as well as for that of the whole Dominion. Winnipeg can never lose the advantage due to its being the meeting point of two

great transcontinental traffic routes, which converge and diverge there on the way from Europe to the Orient.



PORTAGE LA PRAIRIE—MANITOBA

the farm orchard well stocked with hardy fruits.

—It was in August, 1874, that the first Mennonite settlers arrived in Manitoba from Russia. They landed almost penniless. Those who had been for-

## North-West Territories

—Inspector C. H. West, of the North-West Mounted Police, having charge of Arthabaska division, with headquarters at Lesser Slave Lake, tells of great advancements that have been made in many directions in the North-West during recent years.

At Fort Vermillion, for instance, 600 miles north of Edmonton, the Hudson Bay Company have now an up-to-date flour mill, which gives promise of being of much benefit, not only to that district but also further south. Already 1,000 sacks of flour have been shipped from the fort to Arthabaska landing, and the settlers in the district are hopeful of being able to raise sufficient wheat to supply all demands of the residents. Inspector West is of the same opinion, as he thinks grain can be as successfully raised there as in the Edmonton district. The Hudson Bay Company pay \$1.50 for wheat, and occasionally have difficulty in getting what they want at that figure. There are, he adds, extensive flats all along the Peace River, and he has never seen better vegetables than are grown there. Recently several Norwegian families had arrived, and the inspector considers there is room for more white settlers who are inclined to hustle.

—The Canadian Northern Railway is going to carry on an active building programme next summer. It is stated that the company will build about six hundred miles of line next season. There will be about one hundred of this in Nova Scotia and five hundred miles in the Northwest Territories. Building operations have been pushed during the past summer, and it is expected to add another hundred miles to the system before work is stopped this season. The road is being improved in important respects. There are five steel bridges being erected over the Saskatchewan River. They will cost about a million dollars. The opening of new country does not yield as large an immediate business to the railroads as might be expected. They carry new settlers in, but get little to carry out, as the newcomers absorb all the surplus of crops for

drove a hundred miles to Milton to get seed. This is only one of many similar instances, but it means big business for the railroads some day.

—Writing of the North-West Territories to the *Weekly Live Stock Report* lately, Joseph Akers, of Tabor, Alta., says: "Just across the line north of Montana, 600 miles from east to west, and extending 1,000 miles north, is the best and one of the biggest free ranges that ever invited the cattle and horse producer of the North American continent.

ample of the country in which they are raised. A loss of stock during the winter here would be entirely due to one's own laziness. P. Burns & Co., at Calgary, Alberta, have 45,000 tons of wild hay put up. This company feed from 20,000 to 30,000 head of three, four and five year old steers every winter on this native hay, for their spring supply of beef. P. Burns & Co. are wholesale and retail meat merchants and dealers in live stock. They have cold storage plants at Calgary, Alta., at Nelson, Revelstoke and Vancouver, B.C., and retail meat markets in all the principal towns and cities in British Columbia, Alberta and Yukon.

"There are some large cattle outfits taking advantage of, and are growing rich by leaps and bounds on the splendid range. The 'Circle O' outfit, owned by the Conrad people of Montana, have 25,000 head of cattle which range between the Belly and the Big Bow rivers, north and east of Lethbridge. Gordon, Ironside & Co., of Winnipeg, Manitoba, handle and run thousands of cattle on the Red Deer, north and west of Medicine Hat. Hull Bros., of Calgary, range 20,000 on the foothills of the big mountains southwest of Calgary. The Cochrane Cattle



Area—298,350 Square Miles Population—158,940  
Map of Canada—with portion marked black showing position and extent of the North-West Territories

This tract of territory is a broad expanse of prairie covered with a variety of grasses and wild pea vine grown as thickly as the hair on a dog's back. This prairie region is watered by numerous rivers, small creeks, fresh water lakes and hundreds of live and sparkling springs. In the vicinity of Edmonton and throughout the Saskatchewan Valley, the heaviest, highest and richest growth of natural vegetation ever enjoyed by wild animal, range or domestic beast, is everywhere prevalent. The wild pea vine grows more abundantly in this locality than further south, and in places, on high-level bench lands, it grows and looks like alfalfa on an irrigated farm in Wyoming or Colorado. Hundreds of tons of wild pea vine are cut and put up for cattle every year by the ranchers located in this territory. No risk or chance need be taken in

Co., with thousands of cattle, has been located west and south of Lethbridge, at the foot of the Rocky Mountains, for years. Directly south of Lethbridge, near the boundary line on the Milk River, is the K2 ranch, on which 15,000 big and beautiful white-faced cattle are ranged and owned by the Knight Ranching Company, now located at Raymond, but formerly at Provo, Utah. Two other Utah stockmen, Messrs. McIntyre and Chas. McCarty, are interested in the locality of Raymond. Jim Wallace, formerly of Idaho, is located at Lethbridge, and runs his cattle in that vicinity. Mr. Wallace has 7,000 head. Small bunches of 2,000 or 3,000 head are scattered promiscuously over this country. Cattlemen from the Western States almost unanimously pronounce this the greatest stock country they have ever seen.



WHEAT FIELDS OF WESTERN CANADA

seed, feed and food. The railroad hoped to get some money last year by conveying from Milton about 200,000 bushels of wheat stored there last spring. A flood of settlers, however, swooped down on this, and the railway never got a bushel. Men

wintering stock. Better feed than this pea vine hay for growing calves, colts and lambs cannot be procured.

"The cattle, horses and sheep always have abundance to eat and are big and beautiful—a fair ex-

Although this is one of the very best horse countries in the world, there are not as yet any herds of considerable size. This industry, however, is beginning to attract attention, and in the course of a few years the North-West Territories

## RESOURCES

will be one of the best and biggest horse producing districts in North America.

"The sheep breeding and wool growing industry has not assumed very great proportions in Alberta up to the present time, but many sheepmen from Montana, Idaho, Wyoming and other Western States have, during the past few years, been investigating the country, conditions, and the prospective outlook for investments in sheep, and they have invariably expressed themselves highly pleased and well satisfied with the future outlook."

—The Nanaimo colliery, now owned and operated by the Western Fuel Company, of San Francisco, California, is the oldest colliery of those now working in the province. Its history dates back to the early fifties. Dr. Dawson (in "Mineral Wealth of British Columbia, 1887," p. 80 R) after mentioning the bringing of specimens of coal by Indians, in 1835, to Dr. Tolmie, then stationed at the Hudson's Bay Company's post at Fort McLoughlin, Millbank Sound (now Bella Coola), and the exploratory work done at Susquash, between Port McNeill and Beaver Harbor, on the north-east coast of Vancouver Island, in the years 1849-1853, states that: "Meanwhile, in 1850, the existence of coal at Nanaimo had been ascertained by Mr. J. W. McKay, and in the following year it appears that most of the miners were transferred from the northern end of the island to that place. Work began in earnest at Nanaimo, in 1852, and, before the close of 1853, 2,000 tons are reported to have been shipped, chiefly to San Francisco. The price of coal at Nanaimo was at this time \$11, and at San Francisco \$28 a ton. The Hudson's Bay Company, under the name of the Nanaimo Coal Company, continued to work the mines thus opened up until 1861, when they were sold to the Vancouver Coal Mining and Land Company, Limited, by which they are still operated."

The Vancouver Coal Company was reconstructed in January, 1899, as the New Vancouver Coal Mining & Land Company, Limited, with an authorized capital of £215,000 in fully paid shares of £1 each. Mr. Samuel M. Robins, of Nanaimo, was general manager of the company, and Mr. Thos. Russell, manager of the mines and works. At the end of 1902 it was resolved to sell the entire property, which by then included 30,000 acres of land in the coal districts, together with several coal mines and extensive colliery improvements, both underground and surface works. The Western Fuel Company, to which the property was sold, was incorporated on December 15th, 1902, under the laws of the State of California, with an authorized capital of \$1,500,000 in \$2 shares. Mr. John L. Howard is

—The Canadian Pacific Railway, during the summer, laid down nearly four hundred miles of new track in the North-West, built several new bridges, straightened out curves, altered gradients, did some double-tracking, and commenced work in connection with the irrigation scheme in the North-West.

—Sixteen years of experience have now been had in the testing of trees and shrubs at the Experimental Farms at Brandon, Man., and at Indian Head in the North-West Territories. During this period a large number of species and varieties have

been tried, and while many have proved tender, the number found hardy has been much larger than was at first anticipated. Much interest is felt in tree-planting on the plains, both for ornament and shelter, and improvement made by judicious planting of hardy species about a home is greatly appreciated. Much time and money have been wasted in the past in efforts to grow tender sorts, which do not survive the severe winters. The recommendations as to hardy trees and shrubs, based on long experience, may be received with confidence.

### British Columbia

president of this company, and Mr. Thomas Russell remained in charge of the collieries. The Western Fuel Company quickly entered upon a vigorous policy of enlargement of the coal-producing business, and now operations are being steadily enlarged to the extent that market conditions permit.

The Nanaimo colliery originally included that portion of the Nanaimo coal-field at and near Nanaimo Harbor, underlying the harbor, the neighboring islands—Newcastle, Protection (Douglas) and Gabriola—and Nanaimo City and adjacent

is firmly of the belief that at a depth of 2,000 feet a second series of rich shoots will be met, which he holds will be even richer than those found near the surface. As a consequence of his belief he is a warm advocate of deeper mining.

The finds made on the 300 and the 500 foot levels of the LeRoi No. 2 are being developed with satisfactory results, and it is thought they will yield a large tonnage of high grade ore. Following are the shipments for the past week: LeRoi, 3,024; Centre Star, 1,080; do., milled, 720; War Eagle, 960; do., milled, 720; LeRoi, No. 2, 750; Jumbo, 216; Velvet Portland, milled, 35; White Bear, 230; total for week, 7,350; total for year, 322,193.

—There are over 80 sawmills in the province, big and small, with a daily capacity of about 2,000,000 feet, mainly on the coast, but this limit has never been reached, the annual cut running between 50,000,000 and 100,000,000 feet. The acreage of timber under lease is about 1,175 square miles, and the total area of forest and woodland is put down by the Dominion statistician as 285,554 square miles, but this must not be taken as all of commercial value, as much of this is covered with small trees, suitable only for a local supply of fuel and lumber. In

fact, conservative timber men say the available timber area and quantity of timber in sight has been very much over-estimated. Various guesses have been made, but no estimate can be made from available data, which is at all reliable. Present methods of selection are destructive. In a few years from now, when timber, by reason of its scarcity elsewhere, becomes valuable, much that is now discarded by the timberman will be used, and in all probability old limits will be cut over several times.

For many years the principal outlet for British Columbia lumber was the foreign market, and for a long time, owing to competition and our distance from the market, high freights and other causes, the lumber industry remained depressed. In most instances the lumber mills were selling at a low margin of profit, and their operations were productive of the single result of "turning over capital."



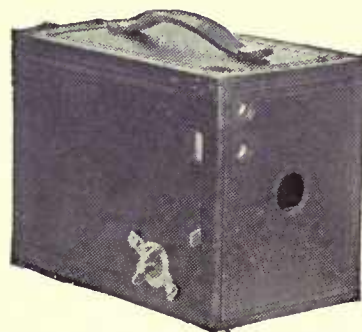
Area—372,630 square miles. Population—178,657.  
Map of Canada—with portion marked black showing position and extent of British Columbia.

country on Vancouver Island. Other parts of the coal-field were added later. The main shipping place for this colliery is at Nanaimo, where the company has wharves, 2,000 feet frontage, at which vessels of the largest tonnage can load at all stages of the tide.

—The production of the mines of Rossland for the first week in December was satisfactory, being 7,350 tons, a little over 1,000 tons a day. This is not a bad production from the eight shipping mines of the camp. The most important find of which mention is made is the discovery of a good sized ledge of ore on the 1,450 foot level of the LeRoi. The finding of good ore at this depth is encouraging, as it leads to the belief that when still greater depths are reached more large and richer ore shoots will be encountered.

One very good authority in the camp on mining

**WE  
WANT  
PHOTOS**



**The winning picture and the name of the sender will be printed in the first number of "Resources" issued after each monthly contest.**

(See opposite page)

# Financial Review

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

THE following table of quotations shows the change that has come over the Canadian securities market since the beginning of 1904 :

ACTIVE STOCKS	31 Dec. '03	16 Dec. '04
Canadian Pacific Ry .....	118 <sup>7</sup> / <sub>8</sub>	130 <sup>3</sup> / <sub>4</sub>
Montreal Street Ry .....	208 <sup>1</sup> / <sub>2</sub>	*214 <sup>1</sup> / <sub>2</sub>
Twin City Rapid Transit .....	91 <sup>3</sup> / <sub>4</sub>	*104 <sup>3</sup> / <sub>4</sub>
Richelieu & Ontario Navigation .....	82 <sup>1</sup> / <sub>4</sub>	61 <sup>1</sup> / <sub>2</sub>
Toronto Railway .....	100	103
Detroit United Rys .....	67 <sup>1</sup> / <sub>4</sub>	77 <sup>1</sup> / <sub>2</sub>
Toledo Electric .....	23	22 <sup>1</sup> / <sub>2</sub>
Dominion Iron .....	10 <sup>1</sup> / <sub>4</sub>	18 <sup>1</sup> / <sub>2</sub>
Dominion Iron, pfd .....	28	58 <sup>1</sup> / <sub>8</sub>
Montreal Power .....	76 <sup>3</sup> / <sub>4</sub>	81
Dominion Cotton .....	35	40
Nova Scotia Steel .....	81 <sup>1</sup> / <sub>4</sub>	68 <sup>1</sup> / <sub>2</sub>
Dominion Coal .....	72 <sup>3</sup> / <sub>4</sub>	62 <sup>1</sup> / <sub>2</sub>
Dominion Iron, Bonds .....	56 <sup>1</sup> / <sub>2</sub>	54

\* bid.

Stockholders of Canadian Pacific, besides benefiting by the twelve point rise in the stock, received a stock bonus of something over 5 per cent. during the year. There were numerous indications that a new bull movement of some importance had been planned by the Canadian bulls for the end of 1904. Although a considerable advance had already been scored, and although the speculative position had become somewhat weaker, there was a very prevalent notion that the trade and commerce of the Dominion were again tending strongly upwards, and the feelings of confidence were so pronounced that it was no doubt thought that conditions were favorable for a further increase in speculative activity. However, these plans were knocked upon the head by the Lawson panic in Wall Street on December 8th, 1904. In the week preceding that event Canadian Pacific was as high as 135; in the panic it fell below 128. The course of the road's earnings has been very peculiar during the year. For the first four months operations were badly demoralized by the heavy snow-storms and the severe cold, both of which exceeded anything the Dominion has seen for many years. In January net earnings fell \$559,119; in February, \$660,200; in March, \$407,710; and in April, \$80,640, below the results for the corresponding months in 1903. From the beginning of May till the end of September, net results increased, in all \$500,000. In October again a decrease of \$87,913 was registered, which the management explained as being due to heavy expenditures in connection with the development work going on. So far, in 1904, there is a fall of nearly \$1,300,000 in net. Since the fall crop movement began in the North-West, gross earnings have been well ahead of 1903, and the probability is that they will continue to run ahead at least until the spring of 1905. What the result will be in net earnings is not easy to forecast. In quite a large measure that will depend on the policy of the management in reference to expenditures; but, seeing that comparisons will run against the extremely unfavorable showings in 1903, there is every prospect that good increases in net will be exhibited, as well as increases in gross. Canadian Pacific stock always plays an important part in the Canadian stock markets. To a greater extent, probably, than any other single stock, it gives the tone to the whole list, and the favorable prospects in store for the road might well be made the basis for a resumption of bull tactics on the general list a little later, when

the markets have had time to shake off the nervousness incidental to the recent upset.

Another important section of the active list in Canada is the coal and iron group of properties: Dominion Iron, Dominion Coal, and Nova Scotia Steel. The last named does not bulk so largely as the others in the public eye. The fall of 13 points in the quotations is not supposed to represent poor prospects for the future; it is ascribed rather to troubles with the floating debt. This got a little out of hand, and was made the occasion of a bear raid, which upset values considerably, and the stock has not yet fully recovered.

With regard to the Dominion group there is to be noticed a fall of 10 points in Dominion Coal. The cause was the passing of a dividend which may not be resumed for some time. The dividend in question should not, in the judgment of some critics, have been paid at all. It was discontinued because money was needed for completing construction work and for carrying on current operations, which money could not conveniently or advantageously be borrowed. In the long run there is little doubt but that the stockholders will reap just as much benefit from this application of their funds as they would if they received the funds in dividends. The securities of the other company, Dominion Iron, show substantial gains, the common stock being up 8 points; the preferred, 30 points, and the bonds, 27<sup>1</sup>/<sub>2</sub> points. This advance is said to reflect two things: first, better management; second, improved conditions in the iron and steel business. A striking change has come over the situation in iron and steel in the Dominion. A short while ago the industry was depressed and nervous about the large sales by the United States Steel Corporation and other American concerns in Canada. The home market is not too extensive at any time, and here it was being flooded by the American dumpers. An artificial remedy was sought, and the Ottawa Government passed its famous anti-dumping measure, which put an extra duty on all dumped goods equal to the difference between the price at which they were sold to the Canadian importer, and the open market price at the point in the United States from which they were shipped. This legislation is said to have stopped the practice.

It is, however, questionable whether it would have shown such immediately satisfactory results but for the revival of activity in the United States iron centres, which took place a few months after the Act was put into operation. At the present time the foreign competitors most feared by the Canadian plants are quite busy supplying the home American orders, and they are not so likely to be heard from on this side the line. Concurrently with this withdrawal of outside competition there is opening up into closer view a prospective increase in the Canadian consumption. The building of the Grand Trunk Pacific, and additions and improvements to the lines of the Canadian Pacific and the Canadian Northern, are expected to call for large quantities of material from domestic iron and steel plants.

Street Railway stocks take up a large part of the rest of the active Canadian list. In nearly every case the prospects are, it is needless to say, for steady improvement in earnings, with occasional distributions to stockholders when profits increase sufficiently. The exceptions to this rule lie in those cases where the capitalization has already been increased by a point up to which the earnings cannot grow for some years to come.

## BOOK REVIEWS

THE PROSPECTOR (The Westminster Co., Ltd., Toronto), by the author of "Black Rock," "The Man from Glengarry," etc., is a story of unusual pathos, which goes straight to the heart of the reader. That the author had a story to tell, and that the telling was spontaneous, is evident from the straightforward and simple intensity which never for a moment flags. Notwithstanding the probability that this story is practically an un-studied effort, from the literary standpoint, it contains none of the crudities of hasty construction.

The book opens with a match between Toronto and McGill, which serves to introduce the principal characters. The chief scenes, however, are laid in the great Canadian North-West, and describe the life and work of "Shock" MacGregor, who has elected to become a missionary in the Crows Nest Pass district. How he succeeds in impressing his personality upon even the most hardened types in his "flock," may be gathered from the following remark by one of them: "What I want to remark to you jay birds is, that if ever you have any misunderstandin' with that there ascension ladder, he'll make you say more prayers in a minute than you've said for the last ten years of your mortal life." There is a fine vein of humor beneath the deeper purpose of the story and Ralph Connor's readers, whether at home or abroad, will be grateful to him for this addition to their reading matter.

IN "The Prodigal Son" (Morang & Co., Ltd., Toronto), Hall Caine has given to the world another of his famous Icelandic tales. In portraying

the elementary passions and instincts of the human race under the restraining conditions of modern social life it is doubtful whether Mr. Caine has an equal among living writers. Even in his own work we must go back to "The Bondman" to

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is widely known as the publication which gives the best picture of Canada and Canadian life. It does this, largely, by means of its illustrations. Now we want to increase the number of these—we want to show scenes in every part of the Dominion—but we cannot have staff photographers all over our immense country. Hence, we are trying to enlist the aid of all who have cameras, from Halifax to the Yukon. Every man or woman with a camera has, probably, some scene daily under his or her eyes which would be of interest to people abroad or at the other end of Canada. To get them to send us pictures we are offering

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Photo  
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IN the February issue will appear the pictures and the names of the photographers who gain prizes in the third competition.



find anything so thoroughly permeated with tragic interest as this new novel.

Magnus Stephenson, the eldest son of the Governor-General of Iceland, on making the discovery that Thora Neilsen, his intended bride, loves his younger brother Oscar, surrenders her to him at the public betrothal ceremony. He makes his sacrifice in a manner which clears her name but renders him a social outcast. Before his marriage Oscar falls a victim to the wiles of Thora's younger sister, Helga, who accompanies the pair on their wedding tour to Europe. Under her influence at Monte Carlo he commits forgery. To save the family honor his father meets the obligation, but becomes bankrupt in doing so, and soon dies of a broken heart. In the meantime the young wife, after months of worse than neglect, dies with their month old daughter in her arms. After a tragic scene over her dead body, Oscar returns to London, where after years of miserable poverty under an assumed name, he becomes immensely rich and one of the world's most famous men. Learning then of his father's death and of the pitiable condition in which his mother and brother are living, he decides to return to Iceland and share his good fortune with them. Fighting his way alone through a blinding snowstorm to save them from harm in the greatest crisis of their lives, he arrives at the humble home unrecognized. The elder brother, in desperation, plans to rob, and if need be, kill the wealthy traveller. The tragic denouement culminating in the death of Oscar by the hand of God, is well told, and makes a fitting climax to the most powerful story of the season.

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Vol. III                      JANUARY, 1905                      No. 1

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From Liverpool	STEAMER	From Montreal
Thu. Feb. 9	DOMINION - -	Sat. Feb. 25
" Mar. 2	CANADA - - -	" Mar. 18
" " 9	SOUTHWARK -	" " 25
" " 16	DOMINION -	" April 1
" " 23	KENSINGTON	" " 8
" " 30	VANCOUVER -	" " 15
" April 5	CANADA - - -	" " 22

Weekly sailings from Liverpool to Montreal will be resumed about middle of April.



S.S. "VANCOUVER"

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*(Extract from Montreal Gazette,  
Aug 13, 1903.)*

There is no stancher or hand-somer ocean steamship crossing the Atlantic than the Steamship "CANADA" of the Dominion Line, built by the celebrated shipbuilders, Messrs. Harland & Wolfe, Belfast, which arrived yesterday afternoon at 1.10 o'clock, after making the second fastest passage ever made from Inishowen Head to Father Point in 6 days, 5 hours, 31 minutes; or 4 days and 13 hours from Inishowen Head to Belle Isle.

The "CANADA" is the fastest steamer coming to the St. Lawrence, and already holds the record of 5 days, 23 hours, 48 minutes between Moville and Father Point.

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and its caribou have become topics of increasing interest to American sportsmen of late years, and with good cause. The journey can be made entirely by rail, with the exception of the short run from North Sydney to Port-aux-Basques, with unusual comfort; and when you have left the train you are on the trail, for in this caribou country something may happen the next minute.

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FIRST CONSOLIDATED 30-YEAR 5% BONDS

CHICAGO

PHILADELPHIA

NEW YORK

BOSTON