

Canadian Life & Resources

Vol. III.

March, 1905

No. 3

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 "
Arr. St. Catharines	- 7.39 p.m.
" Niagara Falls, N.Y.	- 8.05 "
" BUFFALO, N.Y.	- 9.22 "
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" London	- 7.38 "
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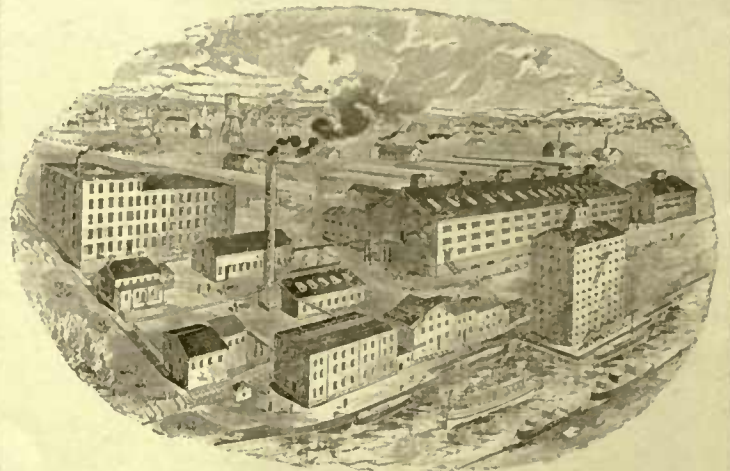
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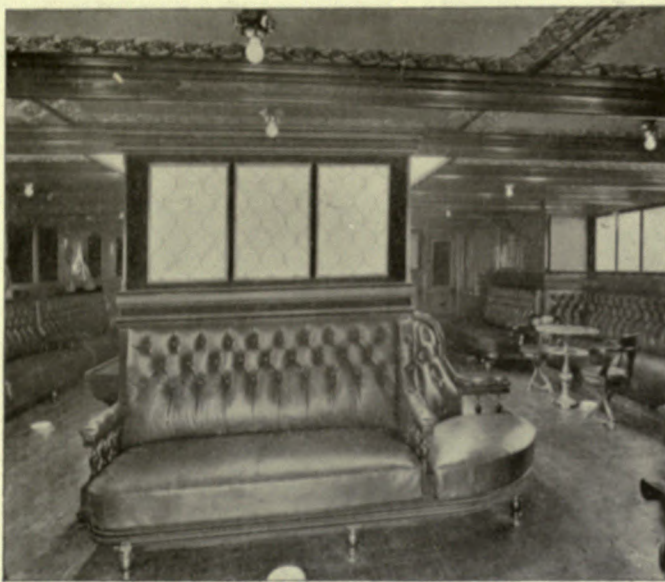
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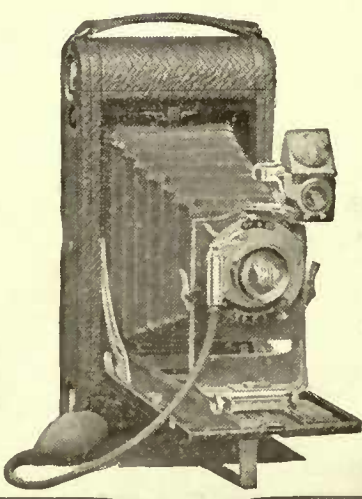
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(Condensed)

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Premium receipts in 1904	- - - -	12,868,922.77
Interest and other receipts in 1904	- - - -	3,062,633.99
Total receipts in 1904	- - - -	15,931,556.76
Payments to Policy-holders in 1904	- - - -	6,971,793.55
Legal Reserve on Policies, and all claims	- - - -	64,845,752.16
Special Reserve, in addition to Reserve above given	- - - -	2,294,786.00
Life Insurance issued, revived and paid for in 1904	- - - -	28,856,967.00
Life Insurance in force January 1, 1905	- - - -	237,304,739.00
Accident Insurance in force January 1, 1905	- - - -	217,236,164.66
Guarantee Fund in excess of requirements by Company's Standard	- - - -	6,555,640.65
Guarantee Fund in Excess of Legal Require- ments	- - - -	8,850,426.65

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Increase in Assets	- - - -	\$ 5,628,316.16
Increase in Guarantee Fund over Requirements	- - - -	883,884.10
Increase in Premium Income	- - - -	1,135,668.90
Increase in Total Income	- - - -	1,372,682.20
Increase in Life Insurance Issued and Paid for	- - - -	2,225,105.00
Increase in Life Insurance in Force	- - - -	14,001,862.00
Increase in Accident Insurance in Force	- - - -	8,618,926.66

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DEVELOPED AND UNDEVELOPED OF
BRITISH NORTH AMERICA

Vol. III

MARCH, 1905

No. 3

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NOTICE TO SUBSCRIBERS

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

"Resources" Bureau of Information

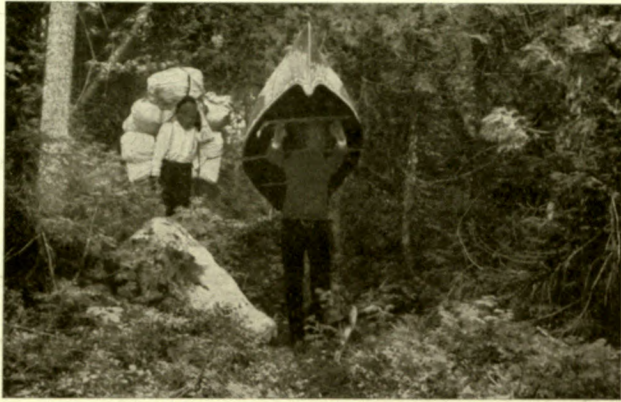
for the benefit of our subscribers and others.

Upon payment to us of a merely nominal fee, to cover outlay, we shall be prepared to supply subscribers with printed reports of the various departments of the Federal and the Provincial Governments, including reports and maps of the Geological Survey, information respecting railways, land companies, mining and lumbering, and other interests of the country in general.

Address all communications to RESOURCES Bureau of information.

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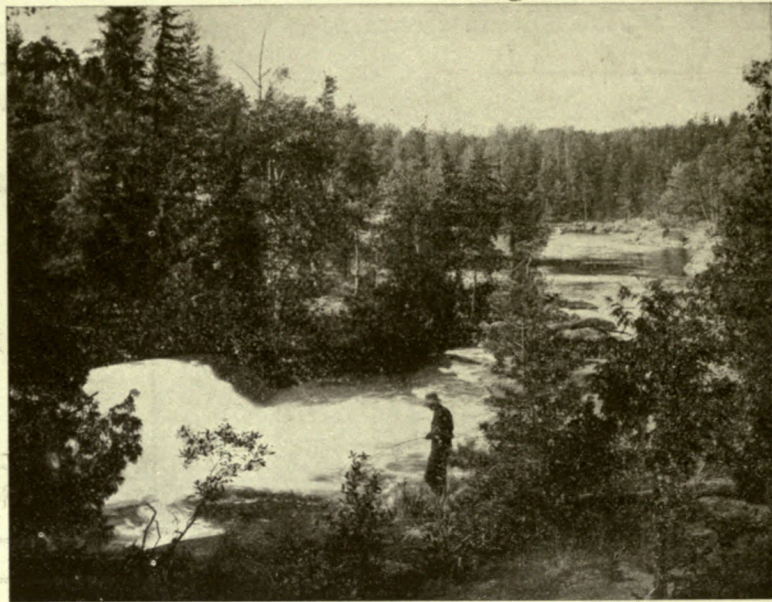
MONTREAL, QUE.



PORTAGE BETWEEN JAMES LAKE AND GRANITE LAKE

A WELL - WORN trail, free from bush, a pathway used for a hundred years by Hudson's Bay voyagers, Indians and trappers.

LADY EVELYN Falls are situated on the narrow stretch of water which connects Diamond and Lady Evelyn lakes.



AT THE FOOT OF LADY EVELYN FALLS—A DISCIPLE OF IZAAK WALTON



WITH THE CURRENT—ON MONTREAL RIVER

THE Montreal river flows southeasterly from the height of land, and empties into Lake Temiskaming, the eastern shore of which is the boundary line separating the provinces of Quebec and Ontario

THE Temagami forest reserve of the Province of Ontario is in the district of Nipissing, south of the height of land which separates the watersheds of the James Bay and the Ottawa valley. The feature of all the territory is the complete network of waterways, rivers, lakes and creeks that drain the entire country. Two great rivers, the Montreal (which empties into the Ottawa valley) and the Sturgeon (which flows into Lake Nipissing), completely surround this reserve and carry away the overflow of the immense reservoirs that lacework the forest. The Sturgeon is the larger of these two rivers, draining probably three thousand five hundred square miles of territory, while the Montreal drains an area of about twenty-five hundred square miles. Lake Temagami drains both northward by Lady Evelyn Lake into the Montreal River, and southward by way of Temagami River into the Sturgeon. The Ontario Government Railway runs through one corner of it. The area of the reserve is estimated at 2,250 square miles, or 1,400,000 acres, containing pine of the value of \$50,000,000.

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DEVELOPED AND UNDEVELOPED OF BRITISH NORTH AMERICA

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MONTREAL, CANADA, MARCH, 1905

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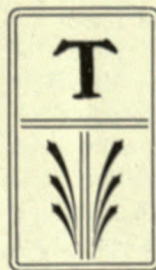


LADY EVELYN LAKE

THE PEARL OF THE TEMAGAMI DISTRICT—AS SEEN FROM MAPLE MOUNTAIN
WHICH RISES TO THE HEIGHT OF 2,000 FEET ABOVE SEA LEVEL

Through River and Lake

OF THE TEMAGAMI FOREST RESERVE, ONTARIO



THE Nipissing district of New Ontario, or Temagami as it is sometimes called, is a paradise for the sportsman. The district has been so recently opened up that comparatively little about it is known, except by those few adventurous souls, outside the Hudson Bay Co., who have spent a period in camp there. Until the construction by the Ontario Government of a railway from North Bay to New Liskeard, on Lake Temiscaming, the district was not easily accessible. That road has placed it within easy reach of civilization, and hundreds of sportsmen are likely to go into camp there, where, before, tens found their way so far inland. But whatever the trouble, the hunter will find himself amply repaid by a trip to the district.

The Temagami country is a peerless region for the canoeist, offering a combination of pleasures unsurpassed, if, indeed, at all nearly approached by any other district on the continent. There is not only one canoe route, but dozens of trips which may be taken through scenes of almost ideal natural beauty, and where

the fisherman or hunter will find an abundance of fish and game. For all intents and purposes this is the forest primeval. The frightening axe and the disfiguring clearing have not yet found their way here, and game of all kinds are to be found without any trouble. An idea of the district and scenery may, perhaps, be best gathered by a description of a canoe trip made last summer.

The start was made at Temagami station, where guides, canoes and necessary supplies were secured, including tents, blankets, cooking utensils and provisions. From Temagami the course lay up the north-east arm of Lake Temagami, through a labyrinth of island scenery. This arm of the lake had a width of from a quarter of a mile to two miles for a distance of fourteen miles, where it opens up into the main portion of this extensive water stretch at Metagama Point, a splendid camping site, on which a hunter's shack has been erected. The view from this point is fine. Island after island can be seen, each clothed in green verdure, and pines and balsams to the water's edge.

Round Metagama Point the course lies past Temagami island, a large tract of some hundreds of acres, and at one time—

RESOURCES

about two hundred years ago—a Hudson's Bay Company's post. The ruins of the abandoned site are still to be seen, as well as the remnants of the old Indian burying ground. This portion of the lake is characterized by much wild beauty. Following the various passages among the islands, Bear island, one of the principal landmarks in the Territory where the Hudson's Bay Company now have their headquarters, soon comes into view. The island is seventeen miles from Temagami station. The chief fire ranger of the district is located here, and all visitors are required to register before going farther. Nearby is a small Indian village composed mostly of the guides and their families. The village boasts of a church and an hotel. The Indians in the district are the descendants of the Algonquians and a remnant of the Ojibways. Near Bear island are many good fishing grounds that are easy of access, among which are Gull Lake, about four miles away, and reached by two short portages, where fine black bass abound. North-east of the island about six miles are Spawning Bay, Loon Lake, Kokoko Bay, and many other inlets where fishing is found at its best. During



AT THE PORTAGE BETWEEN JAMES LAKE AND GRANITE LAKE—THE FIRST LOAD OVER



ON THE MONTREAL RIVER—NORTH OF BAY LAKE
THE LAST BODY OF WATER BEFORE REACHING LAKE TEMISCAMING

July and August the bass are easily hooked, but the salmon trout are more wary and resort to the deep, cool waters.

The store at Temagami station is the general outfitting emporium for the district, and contains all the necessaries for the camper, including canoes and tenting outfits. The visitor can outfit at Temagami station and take the steamer which plies on the lake as far as Bear island, thence proceeding by canoe into the remote parts of the reserve, or he can go all the way by canoe. Temagami station is the headquarters for a fleet of small steamers operating on Lake Temagami. A hotel is being constructed at this point for the accommodation of tourists and sportsmen.

There are a great many interesting trips which can be made on this lake, all through scenery of striking beauty. They include a steamer or canoe trip to Muddy Water Bay, the South Arm, Austin Bay, Island Bay, the South-West Arm, the North-East Arm and Sandy Inlet. The coast line of the lake is most irregular, and, it is estimated,

is nearly 300 miles long. Many interesting trips can also be made in exploring the adjacent streams and lakes. In fact, there are sufficient waterways and small lakes in the endless forest and watershed of Temagami to fill every minute of a two months holiday. About five miles from Bear island, down the South Arm, is situated Camp Temagami, which is conducted under the personal management of Mr. A. L. Cochrane, of the Upper Canada College, Toronto. From Bear island the course lies due north up the North Arm, passing through an archipelago of many beautiful islands, including Granny island, where dwells Mrs. Kokomis, an old woman in stone, around which centres an Indian legend. Entering Devil's Bay, a promontory rising 300 feet sheer out of the water appears on the right hand. This is known as Devil's Mountain, and at its base lies Devil's island, which is separated from the mainland by a narrow strip of water. At this point

was found a number of young college students from the States spending their vacation there. For twelve years they have made this region their headquarters.

From Devil's island the course led through several narrow channels, via Sharp Rock Inlet, and then a quarter mile portage from its north-west extremity into Diamond Lake. The trail between Sharp Rock Inlet and Diamond Lake is through dense forest, but over an easy road. Four miles farther on Lady Evelyn Falls is reached, a drop of about eight feet between Diamond Lake and Lady Evelyn Lake. Leaving the falls, the route lies through a narrows for about a mile, emerging into the most beautiful of Temagami's treasures—Lady Evelyn Lake. The lake is studded with small wooded islands, and the shore is high and rocky. The water is as clear as crystal. An ideal camping site can be found on Hawk island, and there is the best of fishing. Black bass ranging from two to four pounds, and pike from six to ten pounds, can be secured without any trouble. No better sport for the disciples of Isaak Walton can be found anywhere.

A few miles farther up the lake brings one to the best one of the fire ranges. Beyond that again one soon enters what is considered one of the best hunting confines in the entire district. Moose are frequently seen, and myriads of ducks of several species feed among the reeds and marshes. The lake soon narrows until it becomes not more than one hundred feet wide, with

cliffs rising from the shore hundreds of feet in height. A halt was made and camp pitched at the mouth of Lady Evelyn river, in a small valley beside a waterfall. At this point the portage is not more than a hundred feet around the falls into Willow Lake, a stretch of water about five miles long leading to the trout streams that empty into this lake and Sucker Inlet. These streams run through the virgin forests, and many of them have never known the angler's line. During July and August excellent fishing is to be had in this locality, and fine speckled trout ranging from one pound and a half to three pounds can be landed.

Returning to Sucker Inlet the canoe



NEAR SHARP ROCK INLET
EXTREME NORTH-WEST CORNER OF LAKE TEMAGAMI

can follow the waterway south to the end of the lake, portage into Diamond Lake, then follow the route that leads into Oba-

baka Lake, where a choice can be made of a return to Lake Temagami, the starting point, or continuing south as far as Lake Nipissing. An interesting trip is to return over the same route, through Obisaga Narrows and the narrow lake following, for a distance of eight miles, when Matawabika Lake is reached, thence continuing through four miles of magnificent scenery to Matawabika Falls. Here the water tumbles over a rocky ledge thirty feet high, in the heart of a heavily-wooded forest of pine and balsam. It is an ideal camping spot in the midst of good fishing grounds.

At Matawabika Falls is the outlet of Lady Evelyn Lake into the Montreal River, a mighty stream flowing from the far North to Lake Temiscaming. Near the falls is a small clearance, which for hundreds of years back has been used as a general place of meeting for the Indians travelling between Fort Matachewan, one hundred miles farther north on the Montreal River, Lake Temagami, or Lake Temiscaming, it being the junction point of the three routes. In former times an extensive Indian village was situated here, and many Indian graves are to be found nearby. A little above the clearing may still be seen the trenches where the Iroquois lay in ambush for their enemies—the Ojibways, as they passed down the river on their way to the trading posts. From Matawabika Falls the route lies down the Montreal River. The current of the river is hardly perceptible for a considerable distance, and the stream lies between shores of marshy lands, where ducks are plentiful, for a mile or two, and then flows through dense forest. About eight miles below the falls is Pork Rapids, which is only a drop of a few feet, but the waters become very turbulent and make the journey through sufficiently hazardous to be exciting. A few miles farther on the river opens into a broad expanse, known as Bay Lake, some 8 miles long and from half a mile to two miles wide. The shores of this lake are

mountainous, and the scenery is extremely picturesque. On the right of this sheet of water, about three miles from its entrance, is the outlet of a small stream which leads to Lake Anina Nipissing, and also, if desired, back to Lake Temagami at Sandy Inlet. Both routes abound with fish and game. Lake Anina Nipissing is considered one of the best waters for bass fishing in the territory.

Bay Lake is devoid of islands until the lower end is reached, but it is, nevertheless, a beautiful sheet of water, with many fine locations for camps. From the foot of Bay Lake the Montreal River flows in a north-easterly direction, then south-east to Lake Temiscaming. A series of small lakes is, perhaps, a shorter and easier way back from here to the starting point. After leaving Bay Lake, a mile portage leads to Straight Lake, and at the foot of this lake another

mile portage runs to Rib Lake, a large body of water eight miles long, containing many beautiful islands. On the western side of the lake the Temiscaming and Northern Ontario Railway skirts the shore. From Rib Lake a short portage is made into James Lake, and another light portage leads to Granite Lake. All of these small lakes lie secluded in dense forests. Short portages connect Granite Lake, Duncan Lake, Ferguson Lake, Net Lake and White Bear Lake in that order. All along the route the fishing and hunting are unexcelled. From White

Bear Lake, called after Chief White Bear of the Algonquins, there is a series of small lakes to cross and easy portages between each, and a mile and a half away is the starting point—Temagami station.

The Ontario Government has set aside a large timber reserve in this district, and this act will guarantee the permanence of the fish and game supply, and protect the great natural reservoirs which feed the numberless streams and small lakes which make Temagami an unrivalled district for the sportsman.



LAKE MATAWARIKA
ON ROUTE BETWEEN LADY EVELYN LAKE AND MONTREAL RIVER



ON LAKE TEMAGAMI
THE RESERVOIR OF THE RESERVE—THE WATERS EMPTY INTO BOTH THE MONTREAL AND STURGEON RIVERS.

We are indebted to the Grand Trunk Railway System for the use of photos illustrating "Through River and Lake of the Temagami Forest Reserve."

THE discovery of certain cobalt, nickel, arsenic and silver ores, promises to add in the future largely to the production of these metals. The deposits were found during the building of the Timiskaming and Northern Ontario Railway, the roadbed running almost over the top of the first of the outcrops discovered. The ores are contained in a series of almost vertical veins varying in width from eight inches up to six feet, although the wider portions always contain more or less rocky matter. The veins intersect the conglomerates and slate usually classified as Huronian. All of the deposits thus far discovered possess

certain features in common. The minerals represented are chiefly smaltite, nicolite and native silver, with smaller quantities of erythrite, dyscrasite, chloanthite and tethradrite. In some the native silver is very abundant, and a sample which was fairly representative of one of the smaller veins showed an assay value of \$5,237.60 per ton. Analysis of the ore from one of the veins, composed mainly of smaltite, showed from 16 to 19 per cent. of cobalt, 4 to 7 per cent. of nickel, 60 to 66 per cent. of arsenic, and 3 to 7 per cent. of sulphur. The ores are thus so rich that comparatively small veins could be worked at a handsome profit.

Our Point of View

IT is not many years since Canada was virtually an unknown country in Great Britain. Even ten years ago the wildest ideas prevailed as to our climate and the extent of our habitable area. But the vigorous advertising of Canada commenced and



RT. HON. JOSEPH CHAMBERLAIN, M.P.

carried out with so much intelligence and vigor by the Department of the Interior has worked wonders. To-day Canada, as a great London newspaper recently wrote, is the best advertised colony in the Empire. The year 1905 seems destined to witness a remarkable increase of the interest shown by the British people in the Dominion. Mr. Chamberlain's great campaign in favor of a preferential tariff has made the colonial question the most discussed subject in the politics of the Old Country. Whether he succeeds or not with this particular scheme, he has stirred up an interest in the colonies which has already had a most beneficial and deep-reaching effect upon the young generation in Great Britain. The spread of interest in and information about Canada has turned the minds of the British people towards our great country for a solution of their problems of the unemployed. In another part of this issue we print an account of a spirited meeting held on January 30th at the Mansion House, in London, to consider Mrs. Close's great scheme for emigrating the State children of Great Britain to Canada. The *Times* and many other great newspapers in the Old Country have given support to this plan. Whilst any indiscriminate dumping of these children into our virgin country would not be tolerated, it seems to us that there is a great deal to



MRS. CLOSE

be said for giving this scheme a trial on a small scale. We want men and women to fill out this country and to get from it the fruits which have been so generously bestowed upon it by nature. There is no reason which we can see why these children "caught young"—to use Dr. Johnson's famous phrase about the Scotsman—and brought up with Canadian ideas and

under Canadian influences, should not make even better settlers than many full-grown Europeans who come to us. They would attend the public schools and be subject to inspection by the Government authorities, and there would be no danger of their becoming a charge upon the country as the authorities which sent them out would be as much responsible for them in

Canada as if they were in Great Britain. Moreover, we should not be harboring "the halt, the blind and the lame," because no physically unfit children would be allowed by the medical inspectors to enter the country. As to the fear of terrible mortality amongst British children brought at a tender age into our climate, it appears to us that the death-rate amongst them would depend largely upon the kind of attention they received. If each of the farm settlements proposed had an adequate staff to look after the children, their health in the fine open country ought not to be any worse than that of, say, the Canadian children in a crowded centre like Montreal. We do not believe that any "workhouse stigma" would seriously hinder the prospects of any child getting on in after life here, although of course the chance of it would largely depend upon how the homes were managed. If the children were sent about dressed in the appalling costumes which pauper children are made to wear in England, which brand them in their own eyes, and those of all who see them, as social cast-aways. Then even in Canada the weaker part of human nature might be too strong for the better part. But if common sense and a proper regard for the children were displayed, we do not believe that there would be any brand upon these young starters in life whose position was due to no fault of their own.



THE RT. HON. THE LORD MAYOR OF LONDON
MR. ALDERMAN JOHN POUND

MRS. Close's scheme for emigration is only one of many now before the British people. The appalling misery and want this winter in London and the great cities, has stirred men to attempt some deeper and more lasting solution of the question of the unemployed than the opening of soup kitchens and the giving of temporary relief. The *London Standard*, which is now in the vigorous hands of Mr. C. Arthur Pearson, had a striking leading article in its issue of January 31st, which also contained the first of a series of articles to be written by a well-known journalist who has been sent to Canada in the guise of a workman to find out from actual experience what are the chances for a man without means seeking a new home and means of livelihood under the British flag across the Atlantic. He started on Jan. 28th without money—except the small sum of twenty-five dollars to provide for contingencies—in order to prove or disprove the possibilities of Canada as a field for emigration. In the leading article referred to there is this passage: "The situation of the Empire in one respect is, indeed, curious and unsatisfactory. On the one side we have more people than we know what to do with—so many more, that every winter thousands of them, with willing hands and willing hearts, are walking about the streets, or gloomily sitting at home, craving bread in exchange for the work which it seems is not to be found. And, on the other side, separated only by a few days, or, at most, a few weeks of easy sea passage, are continents lying partly waste and uncultivated

for the want, precisely, of those same toiling hands and eager hearts, and not wholly incapable brains. The population figures of our various self-governing colonies cannot be regarded with approval by those who are trying to "think Imperially." Canada has an area which, even if we exclude its frozen Arctic wilderness, is still that of a great Empire. A first-rate European state, like France or Germany, might be lost in its Western provinces. Yet, large as Canada is, and carrying all the bounties of the temperate zone within its bosom, its population, after a hundred and fifty years under the Crown of Britain, is less than that of London and its suburbs. The great island-continent of the Southern hemisphere numbers no more inhabitants than the ratepayers who come under the jurisdiction of the London County Council. New Zealand, with more habitable land than England and Wales, has the population of a fourth-rate provincial town; and even now, all the white colonists of South Africa do not equal the number of persons within the municipal boundaries of two of our great manufacturing cities. Holland and Belgium, between them, contribute as many civilised human beings to the total of the world's inhabitants as the whole of our self-governing colonies. Obviously, there should be a shifting from the overcrowded centre of life to the sparsely filled outlying areas. Emigration may not be the only remedy for unemployment at home and for other economic disorders; but it is one of the most potent, and the time has come for putting it into effect under a more systematic scheme than any we have previously attempted.

This well expresses the spirit in which the most advanced Imperialists in Great Britain now regard Canada. Another scheme which gives proof of this is the Tunbridge Wells Colonization Association which aims at assisting the emigration of deserving young people in this district of Kent, by advancing ready money for their equipment and fares, and as far as possible placing reliable situations in their way. Great interest is being taken in this movement; so much so that it was announced in the first meeting of the Association that from one parish alone in Tunbridge Wells a sum closely approaching five hundred dollars

had been voluntarily contributed to the fund. There were also, it was said, twenty young fellows in the locality ready to go out as a first batch under the new association. In the same issue of the London paper which announced this movement there is an account of a meeting at Lord Brassey's house in Park Lane to raise funds for the joint emigration committee of the East-end Fund and the Charity Organization Society. Lord Brassey, who presided, referred to the overcrowding in our towns and to the absolute necessity for the provision of new homes across the seas for numbers of our unemployed workmen. He had paid many visits in Canada to those who had emigrated, and they were all eminently satisfactory. He gave an instance of a widow with a large family who was only able to make a very poor living in London, and who was in great difficulties. She was sent across to Montreal, and there found good employment for every one of her children. Last year the East-end fund helped 700 people to emigrate to Canada at a cost of about £4,000, and a large portion of that sum was provided by subsidies from the Charity Organization Society. Every friend of the object they had in view must be



DR. BARNARDO
Photographed at the Boys' Home Studio, Stepney Causeway, London, E.

glad that two such agencies were co-ordinating. The Women's Emigration Society, under the presidency of the Honorable Mrs. Joyce, is also doing good work in sending out strong, healthy girls. The work of Dr. Barnardo is too well known to need mention. On all sides, indeed, there are to be seen indications that the Old Country is waking up to the chances offered in Canada



THE MANSION HOUSE, LONDON
IS SITUATED OPPOSITE THE BANK OF ENGLAND AND THE ROYAL EXCHANGE, AND WAS
ERECTED IN 1740 FROM THE DESIGNS OF DANCE. IT IS THE OFFICIAL RESIDENCE
OF THE LORD MAYOR.

for their able-bodied and willing workers who are denied work at home through economic conditions. As the Manchester *Courier* finely said some months ago: "A proper conception of the possibilities of empire would transport a million people to Canada free, find them land, tools and passage, and set them working for the general weal instead of thronging the jails and workhouses. Nobody denies that Canada could feed Europe. Theirs is the land. Ours are the people. Yet we pay untold millions to other countries for wheat foodstuffs that the two

combined could produce in a self-sufficing empire within five years."

LOCAL steamship companies report there is an unprecedentedly large demand for second class passages on liners outward-bound from Great Britain to Canada. Every second class passage has already been booked from now until the end of May. This not only indicates that there will be no decrease in emigration from the Mother Country to Canada this season, but that the quality of the exodus is excellent. It is the better class of prospective settlers who travel second class, men who have sufficient

means to give them a good start in the new country, and men the Dominion stands in need of. The number of arrivals from the Old Country in the fiscal year 1902 was 17,259; in 1903, 41,792, and last year, 50,374. Last year's figures were especially gratifying in not only that such a large number of immigrants hailed from Great Britain, but of the large total of 134,223 immigrants, three-fourths came from English-speaking countries, and were, therefore, acquainted with British customs and British institutions.

General Notes

THE annual report of the retiring Deputy Minister of the Interior, which was recently presented to Parliament, was a statement in which the Government and the country may take a reasonable amount of pride. The immigration policy now being



WORK HORSES AT OTTAWA EXPERIMENTAL FARM, ONTARIO

carried out achieves its main purpose—that of stimulating immigration into Canada—in a highly satisfactory manner. The surplus population of Europe and the Western States has turned this way. But the inducement of so many thousand souls to enter within our borders each month is not the sole aim of a wise immigration policy. There must be discrimination and selection, and it is pleasing to note that the Immigration Department has not lost sight of this phase of their work. In his statement the Deputy Minister says: "That Canada should be a nation of fifteen or twenty million inhabitants within a comparatively few years—and there are strong grounds for such belief from present indications—is a consummation to be sincerely wished for, but the question of number, desirable as it may be, is not the chief result aimed at by the department. The social character of the people that are being added to our population, and their adaptability to become loyal, prosperous and contented Canadians, is considered a matter of far greater moment." RESOURCES has on every

human flotsam of older countries has been bitterly repented, and to-day the Americans have in force a most rigorous and most elaborate system of immigrant inspection at Ellis Island and the other entry ports. It was a case of locking the stable door after the horse was stolen. The influx of so many thousands of "undesirables" will have a retarding influence on the nation's social and political life for many years still to come. Thirty or forty years ago the United States was in much the same position that Canada occupies to-day. It had a supposedly boundless and fertile West awaiting development, and the crying need was more population. The West filled up, and to-day is overflowing into Canada. But these men were not from the overcrowded cities of Europe, but transplanted farmers from the Eastern States and Great Britain. Those who left the cities flocked into New York and Chicago and other large centres of population, where the army of unemployed was already large enough. Many of them are vagrants and never will become producers. They are the class of immigrant which Canada does not want. Thanks to the efforts of the Department many of them have been already turned back at points of entry, and from the annual report it is pleasing



RIDEAU LAKES, BETWEEN KINGSTON AND SMITH'S FALLS, ONTARIO



SHADOW RIVER, LAKE ROSSEAU, MUSKOKA DISTRICT, ONTARIO
A SCENE TYPICAL OF THE DISTRICT

occasion emphasized this point. The example of the United States has been of too recent date for Canadians to forget it. The mistaken policy of that country in throwing open its gates to the

to learn that there will be no neglect in future of this feature of their policy.

THE demand of the people of the territories—Alberta, Assiniboia and Saskatchewan—for autonomy has met with the sympathy of Canadians generally. The agitation for self-government is perfectly reasonable under the circumstances. The territories are now administered by a joint legislative assembly, which has been hampered by a lack of resources to meet the rapidly growing needs of the district. The influx of population has made the construction of roads and bridges imperative, and the returns of sales of public lands have gone to the Dominion exchequer. What is demanded is a form of provincial government which will give the people of the Territories more control over local affairs, increased revenue and greater financial resources generally. Autonomy was granted to the other provinces when the need arose, and the same

is likely to be accorded to the latest aspirants. The area of the three territories referred to is, approximately, 300,000 square miles, and if two new provinces are formed their area will

be about half that figure. This is double the present area of Manitoba, which is, however, ambitious to extend its boundary lines north and west. On the ground of area, therefore, the Territories have a good argument for being made into two provinces instead of one. The proposal has been made to extend Manitoba westward and make the rest of the three Territories in question one province. This is strongly objected to in the Territories, because they are debt-free and do not care to assume a portion of Manitoba's heavy debt. At this distance that seems a very reasonable objection. The agitation for self-government in the Territories has called attention to the rapid progress being made by the West, and to what will some day occur—the transfer of the balance of power in the Dominion from the East to the West. The Territories are filling up much faster than any other portion of the country, and Hon. Mr. Sifton's dream of seeing five million people in the Territories alone will be realized before a great many years. When that happens, and long before, the West will have the controlling voice in the destiny of the Dominion. The filling up of the West will be no miracle, it is going on now, and nothing can stop the trend of population thither, for it offers the best an immigrant could desire. It behooves the authorities that be to see that the right class of people settle there, for they will some day become the real rulers of Canada.

THE survey of the route of the Grand Trunk Pacific, which has been vigorously pursued for several months, has not only been instructive to the company but to Canadians as a whole. This young country is built on so vast a scale, and the populated strip is so narrow, that comparatively little has been known in the past of that immense territory that lies stretching northward from the Laurentian watershed to the Arctic coasts. It has remained almost as much a *terra incognita* as it was a century ago. The unbroken reaches of forest, the vast uplands, the mineral beds, the rivers and streams teeming with fish, have kept silence awaiting the time when Canadians would begin to realize the magnificence of their heritage. It was only a few years ago that the impression prevailed that the wheat-growing area of the great West was confined to Manitoba, and north and west of that lay a barren land fit only for trappers and hunters. It is not so long since Northern Ontario and Northern Quebec were absolutely unknown to the rest of Canada, and in the case of the latter little authoritative information could be had until the Grand Trunk Pacific survey parties chained their way through unbroken forest last fall. It was known in a hazy manner that timber abounded, but any potentialities in the way of agriculture or stock-raising were hardly thought of. The same was, indeed, true also of a large portion of New Brunswick, one of the first settled of the Canadian provinces. Settlement has in the past clung as closely as possible to the international boundary. This was due in no small degree to the timid policy of the railroads—afraid to tap the wilderness before the settler. This is being changed, and with it many inadequate conceptions of the greatness of Canada. The new transcontinental line will widen the populated strip as much again from New Brunswick to the Pacific, and now another system is planning to go still farther north in the far West, to run through a territory which a few years ago was utterly unknown and unthought of as a habitable area. It has long been something of a reproach to Canadians that they knew so little of their own country. Compare the popular impression about the mountainous and uneven land to the

north of the St. Lawrence and the Great Lakes with the announcement of the Grand Trunk Pacific construction commission that it can get a maximum grade of four-tenths of one per cent.—twenty-one feet in the mile—going east, and six-tenths of one per



ALVA HOUSE, SUMMER HOME OF THE HON. SYDNEY FISHER ON SHORE OF BROME LAKE, KNOWLTON, QUEBEC

cent. west to the Rockies. It was the current belief even among well informed men that easy grades were an impossibility in New Brunswick, but the surveyors have found it is possible to build a line with good grades and easy curves from Quebec down to Halifax. More than that, they found that the interior of New Brunswick, of which little was hitherto known, was not mountainous and barren, but a particularly promising agricultural area. The hills which are of easy slope and clothed with fertile soil, upon which farming, cattle-raising and dairying are perfectly practicable. The same report holds true of Northern Quebec, which stretches through to Hudson Bay. Much of it is even yet unexplored, and its possibilities can only be guessed at from what is known of the land farther south. In Northern Ontario there has been a vigorous colonization movement in force during the past few years. The building of a railway by the Ontario government into the Temiscaming district, to which more extended reference is made in another part of this issue, has given an impetus to the movement. Similarly the construction of the Grand Trunk Pacific, which will open up to settlement a vast district,

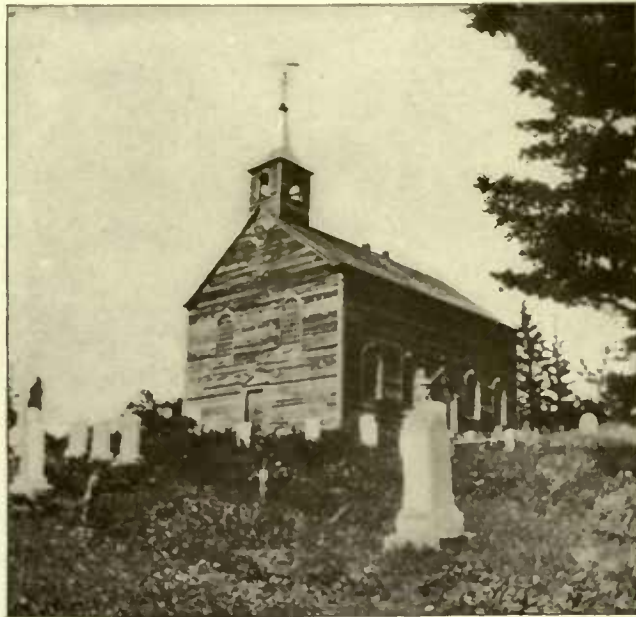


CHICOUTIMI, QUEBEC, A THRIVING MANUFACTURING TOWN ON THE SAGUENAY RIVER PROPOSED EASTERN TERMINUS OF THE TRANS-CANADA RAILWAY

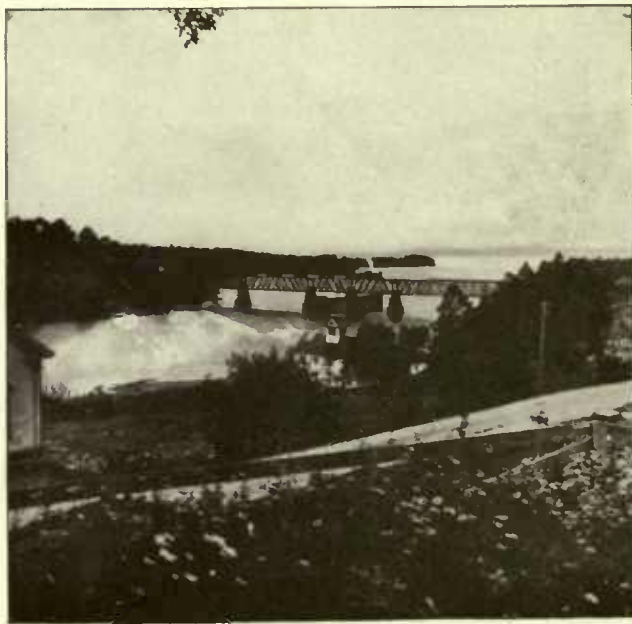
will direct colonization to a newer and wider Canada, just as fertile as the older-settled portions of the Dominion. The natural vigor and enterprise of the Canadians, aided by the incoming hosts from the older countries, will look after the development.

RESOURCES

VERY few countries possess so large an area of forest lands as Canada, and the lumber industry has added in no small degree to the wealth and prosperity of the Dominion. The revenue received by some of the provincial governments from the forest has been one of the largest sources of income, and has rendered a resort to direct taxation unnecessary. The four great timber provinces are Ontario, Quebec, British Columbia and New Brunswick. In Ontario and Quebec the usual revenue from woods and forests is from a million and a quarter to a million and a half dollars each year, and in the other provinces which control their own timber lands the revenue is steadily increasing. The largest timber belt in Canada covers practically all the Laurentian plateau from Labrador to the Mackenzie River, a distance of some 3,000 miles, with an average width of over 200 miles. This is the greatest spruce forest in the world. New Brunswick and Nova Scotia have each over four thousand square miles of forest. British Columbia has a timber belt extending over 770 miles northward and from 200 to 300 miles in width. Here are found not only the valuable Oregon pine, but the best cedar the world produces. The British Columbia belt is regarded as the most valuable on the North American continent, and is every year increasing in value. The exhaustion of the forests of Europe, which is causing forestry authorities over there the greatest concern, calls attention to the vital necessity of preserving the timber wealth of Canada as a great national asset for many years to come. Dr. Schlech, a leading English authority, in discussing the failing wood supply in Europe, says: "The great standby for coniferous timber will be Canada, if the Government does not lose time in introducing a rational management of her forests." It is said by those who have had opportunity of observation, that not more than one-third of our coniferous forests are mature timber, the remainder being brule or small trees. This is the combined result of forest fires and the reckless waste of early settlers. In many districts fire has done its work with such destructive effect that large tracts, once forest-clad, are now bared to the rock or



OLD CHURCH, CLEMENTSPORT, NOVA SCOTIA, BUILT 1795



BEAR RIVER BRIDGE, NOVA SCOTIA

sand foundation upon which so much of the coniferous forest stands, and left useless and unproductive for agricultural purposes. They can only become productive by reforestation. The timber supply of Canada is so vast that little has yet been done in the direction of finding out its exact proportions. Even approximate figures are wanting. In this connection, no less an authority than the Dominion Superintendent of Forestry advocates immediate exploration to ascertain in exact terms Canada's forest wealth. Referring to the great northern timber belt, he said recently: "Very little information of a definite character can be obtained concerning even its geography, no matter how diligent the enquiry, and much less concerning its resources and capabilities. We, as a people, occupy the same position as a farmer who has settled, cleared up and erected buildings on the front of his farm, but who has never even visited the portion outside his enclosures. The first thing is to learn what we really possess and its character."

A good start has been made toward the protection of the forests. The Dominion and Provincial Governments, with the exception of British Columbia and Prince Edward Island, has established special fire-ranging services, and these have been effective as far as they have gone. Much, however, remains to be done in extending the system. Most of the provinces have excellent laws regulating the cutting of timber on Crown lands, but in all cases the protection from fire is entirely inadequate. Take the Province of Quebec for example. In 1903 the province spent \$9,694 to protect a revenue of over a million dollars. Several fire rangers were held responsible for 360 square miles of timber. A wise step has been taken in setting aside timber reserves in different parts of the Dominion, partly with the object of protecting game animals and the watersheds, but also with the purpose of providing a permanent supply of timber. These reserves now comprise an area of over eighteen million acres, of which the greatest percentage is in Ontario; Quebec and British Columbia are the other provinces to adopt this policy. What has been done should only be an earnest of what is yet to be done.

THERE was a somewhat increased production of natural gas in Ontario in 1904, due entirely to operations in the Weland field, production in the Essex field having dropped to very small amounts. The development of the gas field at Medicine Hat, North-West Territories, seems to have been continued with much success. The gas commission of the town of Medicine Hat has now six producing wells, one of which has been put down to a depth of nearly a thousand feet, yielding $1\frac{1}{2}$ million feet per twenty-four hours. The Canadian Pacific Railway Company has

just completed drilling a well to a depth of 989 feet with $4\frac{1}{2}$ inch casing to 941 feet. The pressure per square inch developed in eighteen hours was 525 pounds.

THE production of natural rock cement, which has for a number of years been small in comparison with the output of Portland cement, shows another large decrease in 1904, the sales being only 56,814 barrels, valued at \$49,397, as compared with 92,252 barrels valued at \$74,655 in 1903.

Financial Review

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

AMONG the industrial companies of the Dominion which have made rapid progress during the last few years must be reckoned the Canadian General Electric Co. The company's head office is in Toronto; its factories are in Toronto, Montreal and Peterboro. It owns and operates the Brantford Street Railway, and has acquired several outside plants—the Canada Foundry Co., the Northey Pump Works and others, within the recent past. On 31st December, 1901, the capital consisted of \$1,500,000 common and \$300,000 preferred. A year later the common had increased to \$2,125,000; and by the end of 1903 to \$2,668,900. The preferred is 6 per cent. cumulative, and since the beginning of 1902 the company has had the right to retire it at 105. Commencing in 1809, the common stock has received 10 per cent. dividends regularly. The highest quotation was reached in December, 1901, 213½. It suffered along with other securities during the stock market troubles of 1902-3, and by October, 1903, had fallen nearly 100 points from the high level, to 138. At the time of writing it is quoted at 174, at which figure it yields approximately 5¼ per cent.

The balance sheet for 31st December, 1903, is summarized thus:

LIABILITIES	
Capital stock, common	\$2,668,900
preferred	300,000
	\$2,968,900
Accounts and bills payable	946,555
Due to Canadian Bank of Commerce (total)	860,983
Northey Co. mortgage bonds	160,000
Mortgage payable (new office building)	20,000
Reserve fund, \$1,164,770; Contingent, \$100,000; Profits and loss, \$80,770	1,345,540
	\$6,401,978
ASSETS	
Factory plants	\$2,485,673
Patents and contracts	245,000
Patterns and drawings	80,000
Machinery and tools	373,598
Cash	6,106
Accounts receivable, \$777,787; notes receivable, \$23,517	801,304
Brantford Street Ry. bonds	120,000
Canada Foundry Co. stock	299,220
Merchandise inventory	1,826,620
Expenditure on contracts and insurance unexpired	64,457
	\$6,301,978

The operating profits were: In 1901, \$345,990; in 1902, \$436,863; in 1903, \$512,211. In the three years there was written off for depreciation, \$390,812; carried to contingent account, \$100,000; to reserve, \$300,000.

Much construction work has been going on at the company's plants, and it is claimed that on the completion of this the profit earning capacity will be greatly increased. Exception might be taken to the item in the balance sheet, "Due to Canadian Bank of Commerce, \$860,958." True, the quick assets are valuable enough to offset this and the other current debts, but it has been found advisable, on general principles, for large industrial corporations to avoid these big bank loans as much as possible; they are in a much safer position when their obligations are in the shape of bonds.

The Canadian General Electric Co. has profited immensely by the prosperity of the past few years, and if the prosperity con-

tinues unabated for a time longer, as Canadians expect, the company is in good shape to make excellent profits.

Another important industrial is the Nova Scotia Steel and Coal Co. This company has a strong board of directors and is well managed. The inconvenience that may be caused by a floating debt was illustrated in its recent history. The bears in the stock market were successful in hammering the quotations down to a low figure through the knowledge they had of difficulties in financing the bank loans and other floating debts. These difficulties arose chiefly from the unfavorable state of the money markets. It was not enough that the credit of a corporation was good, or that its condition was sound; investors and capitalists were not in the frame of mind to take any new issues of industrial bonds whatever. The balance sheet for 31st December, 1903, condensed, is as follows:

LIABILITIES	
Capital stock, common	\$4,120,000
preferred	1,030,000
	\$5,150,000
Bonds	2,443,000
Sinking fund	57,139
General reserve	750,000
Pay rolls and accounts not due	206,680
Bond coupons and dividends payable	219,440
Bills payable and cash advances for new plant	799,940
Special reserve accounts—	
For depreciation, renewals and unusual expenses	546,681
Fire insurance fund	20,627
Surplus—Profit and loss account	685,642
	\$10,879,149
ASSETS	
Cost of properties and mines	\$ 9,265,620
Deferred charges to profit and loss	370,602
Inventories	728,296
Cash, ledger accounts and bills receivable	514,631
	\$10,879,149

The profits earned were: In 1901, \$508,936; in 1902, \$609,935; in 1903, \$859,397. From these earnings in the three years, \$235,000 were applied for depreciation of plant and renewals, and \$15,000 for fire insurance fund. The preferred stock is 8 per cent. cumulative. Quotations have ranged from the high point, 136 in December, 1901, down to 109½ in December, 1903. Scarcely any transactions occur in the open market, as the issue is held for investment. The fluctuations in the common have been more extensive. The dividend rate is 6 per cent. High level was reached in September, 1902, 118½. From there the price fell to 50 in 1904, and has since recovered to 66. No doubt much of the selling was caused by the idea that the unfavorable state of the money market would force a suspension of the dividend, as it did in the case of another prominent Nova Scotia company. So far this idea has proved incorrect, and money market conditions have improved so much that new bonds can be floated in moderate quantity. Also, the banks are not so much disposed to exact payment of loans which they hold adequately secured. The hard necessity of stopping dividends to provide for floating debts and to carry on development work, does not, therefore, exist to anything like the extent that it did heretofore.

Nova Scotia Steel and Coal Co., like the Dominion Steel Co. and the re-organized Lake Superior Co., expects to reap much benefit from the projected railway building planned in the Dominion for the next few years.

Notes of the Provinces

AND

Newfoundland

—By the award of arbitrators the Newfoundland Government is ordered to pay \$1,503,100 to the Reid Company as compensation for the changes made in the somewhat famous contract by which the company, at the time of the colony's financial troubles, relieved it of a lot of their unprofitable undertakings.

—During 1904 there were about 1,200 whales killed and reduced on the coast of the country, and from them were shipped 2,448 gallons of oil. The price of whale oil dropped down during the year to about half the figure of the year before, and the big dividends of former years have shrunk accordingly. We hear that one company will declare no dividend at all this year, the rest come out with small figures. Men who received fifty and sixty per cent. on their investment in the early days of the enterprise have become somewhat saddened by the present outlook; but there have always been fluctuations in oil, and next year is likely to see high prices again. The industry will be conducted on a larger scale than ever this season. The boom in the whale fishery two or three years ago caused a mad scramble for territory, and at present every area on the coast has been taken up, and the Labrador has been invaded.

—The amount of lumber sawn in 1904 was, by far, the largest in the history of the lumbering industry of this country. From all sources the figures are not less than sixty-eight millions, which may be accounted for as follows: Nfld. Timber Estates, Ltd., 40,000,000; New Lands Lumber and

and Southwest Coast, 3,500,000; total, 68,000,000. Of this amount thirty-five million feet has been exported to foreign markets, the remainder has gone to supply local demands. It is a fact worthy of note that, fifteen years ago, most of the lumber used in this country was imported from Nova Scotia and other parts of the Dominion, whereas now we not only supply all local demands, but export, in addition, millions of feet to the lumber markets of the world. The present year will witness still greater activity in the lumbering business. Apart from the building of new saw mills and the establishment of new lumber companies, a large pulp industry, owned by the Messrs. Harmsworth, of London, will be in operation next spring.

The value of lumber sawn in this country for the year past, at the local average price of \$16 per M, is \$5,088,000, and may be cited as a convincing proof against the pessimistic views of those who said that the interior of the island was a howling wilderness of naked rocks and dismal swamps. There are not less than 1,800 men employed in the lumber woods this season, and, allowing the men for five and a half months time \$100 each, it means a total earning of \$180,000.



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

Pulp Co., 7,000,000; Bothwoodville Mills, 10,000,000; Union Lumber Co., 10,000,000; Grand Pond & Deer Lake, 3,000,000; Small Mills, West Coast, 2,500,000; Small Mills of White Bay, Notre Dame Bay, Bonavista Bay, Trinity Bay. Conception Bay,

New Brunswick

—Wm. H. Murray, the well-known lumberman, returned recently from a ten days' trip in the lumber woods, where he went to see how the operations were coming on. Mr. Murray has made an estimate of the cut for both this year and last year. He shows that last year 138,000,000 were actually rafted and delivered to the mills, and another 300,000,000 are still in the booms, so that the total output for the past season was 168,000,000, of which almost 40,000,000 were old logs which had been hung up, and the actual cut 128,000,000.

This season the cut is certainly not over 60,000,000. There are in the booms 30,000,000 left last year, and another 18,000,000 will come down, having been hung up. He thus makes the total output, providing everything comes, at between 105,000,000 and 110,000,000, or not more than two-thirds of last year's.

—The operations of the Inglewood Pulp & Paper Company have been prosecuted almost continuously since the disastrous Musquash fire of May, 1903. The company have eleven camps, four on Big Lake, the others on Eagle, Stillwater, Belvidere, West and Turtle lakes. On each of these lakes dams are built to facilitate the driving of the lumber to Musquash where three portable mills are in operation, and from where the manufactured material is shipped to different parts of the world.

About 300 men and 150 horses have been employed during the winter, and the total cut will be about 15,000,000. A good view of the property of the company, which comprises about 85,000 acres, and the surrounding country, can be had from the summit of Bald Mountain, on the shore of Turtle Lake.

In these lakes it is said trout are very plentiful, and big game abounds on the plains, where large tracts which have been fire swept in former years, and which are now the home of the moose and the deer.

—Mr. W. S. Cleveland, in the *Scientific American* of a recent date, has this to say of the potential value of the tidal water power of the Bay of Fundy, and after applying his theories to the Petitcodiac bore and to many inlets and estuaries of the bay, he

ly constructed; but the mouth of Courtney Bay is much wider, although not imposing any serious engineering difficulties in the work of converting it into a discharge basin. In applying the thirty-foot head of water thus obtained, the narrow neck of land separating the bays could be crossed by power and tailrace channels, and the turbines located at the most convenient point thereon. Should previously suggested improvements embodying the maintenance of continuous high water in this harbor be carried out, a slight modification of the original plans would facilitate the application of this great water-power, and make St. John city one of the leading industrial centres of the continent."

Mr. Cleveland also proposes to give Moncton a fine harbor—"a beautiful sheet of water in the place of the yawning gulf and unsightly mudbanks that now meet the gaze of visitors, who would only have to row to the lower dam to still get a view of the bore."

—A big project to develop the water-power of Great Falls has been laid before the Provincial Government. The capitalists interested are those comprising the Electric Manganese Company, and include Barton E. Kingman, of New York, and Fred. Sayles, of Providence, R.I. The project includes the manufacture of ferro manganese at the falls and the operation of pulp, paper and saw mills, the operation of an international railway by electricity and the transmission of electric power between the St. John River valley, to be sold for use in lighting and manufacturing as far as St. John. The project will involve an outlay of from \$3,000,000 to \$4,000,000.



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

comes to the Kennebecasis and what he calls the "reversible falls." The possibilities here, as he sees them, are thus described:

"The entrance to Kennebecasis Bay is located above the famous Reversible (reversing) Falls, but subject to the action of the tides at high water and the latter is studded with dangerous reefs and rocky flats, which render it worthless to shipping, except at high water. The entrance to Kennebecasis Bay is very narrow, and an embankment making it serviceable as a high-water basin could be cheap-

Nova Scotia

—The Nova Scotia College of Agriculture, Truro, was formally opened Feb. 14. The House of Assembly, in session at Halifax, adjourned, and nearly all the legislators came up to the opening exercises. Premier Murray presided, and among others who made appropriate congratulation and inspiring addresses were Attorney General Longley, B. W. Chapman, secretary of agriculture; A. C. Bell, ex-M.P., Pictou; Senator Black, Amherst; Hon. Mr. LeBlanc, Cape Breton; Colonel William Blair.

The new building is a modern two story brick structure with grey sandstone trimmings, surmounted by a large cupola. The appointments are in every way up-to-date, both in heating, lighting, ventilation and sanitation. It is electric lighted, steam heated, and the windows are large and ceiling high. An experimental hot house is attached. The main hall and vestibule are finished in veined marble, giving a very pretty effect. All of the walls are wainscoted with dun-colored buckram. The floors are satin-finished hardwood. On the ground floor are the principal's office, three large class rooms and a chemical laboratory. On the second floor are a class room, a board room for the faculty and the assembly or convocation room.

—The Nova Scotia Steel and Coal Company's position seems to be better than before. In addition to the plant which has earned from half a million to eight hundred and fifty thousand dollars a year in the past seven years, the new plant constructed at Sydney Mines, and financed by the recent bond issue, is operating and earning handsomely. The coal mines are producing over five hundred thousand tons, and this output can be increased to one million tons when required. Coal prices are firm. The Trenton Steel mills are overstocked with orders and working overtime. The leading Nova Scotia industrial will probably have its biggest year of earnings in 1905.

—The report that the Grand Trunk Pacific has given a contract to the Dominion Iron and Steel Company for a large quantity of rails has been confirmed.

—A company of English capitalists propose erecting large cement works at Sydney. They are asking the city for a bonus of \$10,000 and free taxation for twenty years, and special water rates, which the city is prepared to grant.

They will begin operations in May. The plant will have a capacity of 500 barrels per day. There is to be a large cooerage in connection with the works. The cement will be manufactured from slag, now a waste product of the Dominion Iron and Steel Company.

The company is capitalized at \$500,000 and has a site already selected. It is in proximity to the plant of the steel company.

—The Londonderry Iron Company and the Nova Scotia Steel and Coal Co. are both prospecting the iron district of Torbrook and Nic-tuax. Both have taken extensive options.

—On his return to England recently, Mr. Howard, agent general for Nova Scotia, was seen by one of our representatives with regard to the vigorous immigration policy which, it had been stated by cable, his Government intended to pursue.

Mr. Howard said that it was the intention of his government to do their utmost to induce settlers to stay in Nova Scotia. At present the stream was flowing to the North-West, but there was a good

opening in the east for men with capital, who might be unwilling to face the "roughing" of pioneer life, men who had, it may be, saved money by hard work and wished for pleasant surroundings and pleasant work. There was also some opening for men who were willing to work as laborers, and for miners.



Area—21,428 Square Miles
Map of Canada—with portion marked black showing position and extent of Nova Scotia. Population—459,574

Nova Scotia labored under the disadvantage, as compared with the North-West, of having no free lands suitable for farming without the cost of clearing off timber, but Mr. Howard was of opinion that much might be done to encourage the advent of capital by judicious advertising, and he had impressed this fact on the members of his government before he left the colony.

—The Dominion Coal Company is about to make a number of alterations and improvements. Among them, the installation of new style hoists for the raising and lowering of the chutes by which coal is loaded on the ships. These were previously operated by ordinary winches, and required the attention of two men for twenty minutes. The new hoist will lower the chute in less than a minute and is operated by one man. The coal company



JOE HOWE FALLS, PUBLIC PARK, TRURO, N.S.

will also erect a large power house at the piers and supply its own power for lighting, etc., which, up to the present time, has been furnished by the Dominion Steel Company. The improvements to the

piers will greatly facilitate the work of shipping coal, and, in addition, will be a means of effecting a great saving in labor and power. The contract for the supplying of the new electric power house has already been let to the Canadian General Electric Company.

—Negotiations for the purchase of the North Sydney marine slip property by parties in St. John's, Newfoundland, are practically completed. It is reported that the deal was definitely closed. Reynolds & Co., of St. John's, have the largest interest in the purchase, and several North Sydney men are interested in the venture. The small slip will be at once repaired and started, and the company intend to build a large slip later. It is expected that the new concern will be able to capture a large share of the Newfoundland trade.

—Experience has proved that there is a gradually increasing market in Europe for the coal of Cape Breton, and under the present conditions coal can be carried to Norway and Sweden in large steamers at a lower rate of freight than was paid a few years ago to Boston and other New England ports. The lessened cost of freighting is due to the substitution of steamers of large capacity for sailing vessels, and, of course, the same conditions apply to outward-bound freights from Great Britain to all parts of Europe. It has also been found that the coal of Nova Scotia is better adapted to the needs of Northern Europe, where the climatic conditions are very similar to our own, whereas in the southern latitudes of the Mediterranean the hotter climate makes it necessary to use an almost smokeless fuel, of which there is at present a monopoly in Wales. The trade returns of Great Britain show that the coal from the north of England is exported to northern Europe, while the Welsh coal is shipped almost exclusively to southern countries. Nova Scotia, next to Great Britain, is nearer northern Europe than any other coal exporting country, and with the collieries situated at tide-water should now find an outlet for a considerable quantity of coal in that market.

—The gold mining industry of the province has been confined almost entirely to the mining of quartz veins occurring in the slates and quartzites of supposed Lower Cambrian age, and only free gold (that is, gold capable of being amalgamated) has received any appreciable attention. In Inverness county, Cape Breton, particularly in the Cheticamp Hills, there are some very extensive deposits of fahl ores, which at times have high gold and silver values. These ores, for the most part, are entirely smelting propositions, and until quite recently have received no attention. A grab sample taken assayed nearly three ounces in gold, besides silver and copper values. The ore takes the form of massive lenses, of heavy mixed sulphides, with a sericite schist gangue. At Middle River and St. Anne's and George's River in Cape Breton, and in Yarmouth and Annapolis counties on the mainland, veins occur containing heavy sulphides with good gold values and worth diligent prospecting. Another class of ore which has not received the attention due to it, is the highly mineralized slate belts with stringers of quartz angling through them, forming a regular stock work. In parts of the province there are immense bodies of such ore upwards of one hundred feet in width. Such a belt was profitably mined at Moose River, in Halifax county.

RESOURCES

Quebec

—The Shawinigan Water & Power Company, whose power development is located at Shawinigan Falls, Province of Quebec, Canada, have just finished the installation of the largest water wheel in the world. This was built by the I. P. Morris Company of Philadelphia.

This monster turbine is of 10,500 horse-power, is 30 feet from base to top, is 22 feet wide over all, and weighs 364,000 pounds. It was built in the remarkably short time of less than four months. When shipment was made it required five flat cars and one box car, and a special route was selected for its transportation by the Pennsylvania Railroad, covering many miles, over roads whose bridges were high enough to allow the huge parts to pass under.

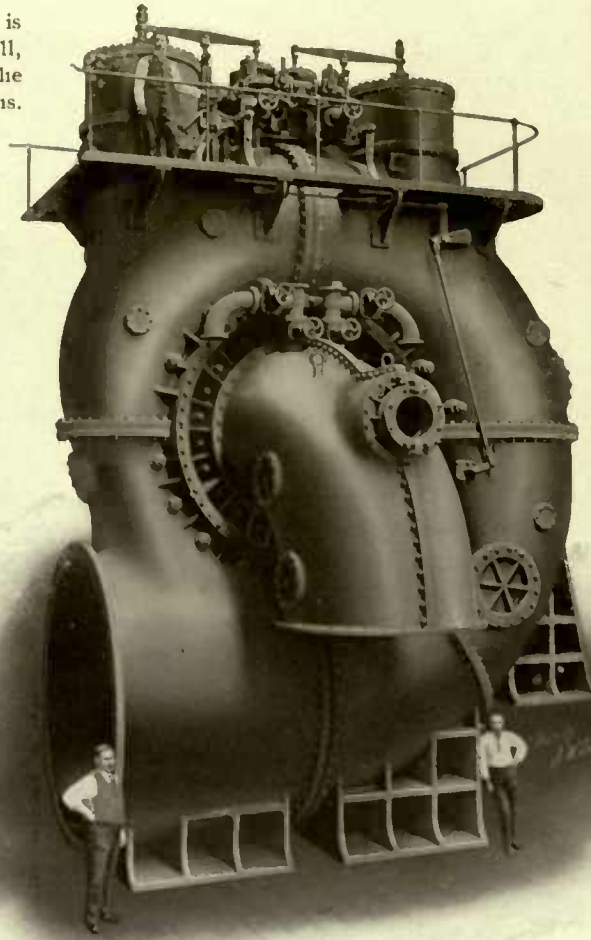
The Canadian company which will use the big turbine has its plant 85 miles from Montreal, the water being furnished by the St. Maurice River, which empties into the St. Lawrence. The company furnishes electric power for various industries at Shawinigan, and for street railways and other industrial purposes in the city of Montreal, and the big turbine will be one of several to generate power for this purpose. The electrical transmission is effected at 50,000 volts. The company has already developed 18,000 electrical horse power in addition to 20,000 water horse-power, and with the addition of the new turbine will have 28,500 electrical horse power and 20,000 water horse-power.

The water which is consumed hourly by the big wheel would form a fair-sized river. The intake is 10 feet in diameter, and the water, after going into it, is discharged through two draft bends, one of which appears in the photograph. The wheel proper makes 180 revolutions a minute, with a head of water acting on the turbine of 125 to 135 feet. The quantity of water going through the turbine when developing full power is 395,000 gallons a minute, or what is equal to a river 88 feet wide, 10 feet deep, with a constant flow of 60 feet per minute.

—In a recent issue of the *Scientific American* appears the following: "There is now under construction across the St. Lawrence at Quebec a cantilever bridge, which, when completed, will contain the longest span of any bridge yet erected, not even including the great cantilevers of the Forth Bridge in Scotland. The structure is of the cantilever type, and consists of two approach spans, of 218 feet each, two shore arms, each 500 feet in length, and a great central span, 1,800 feet in length. The total length of the bridge is 4,228 feet, and although in extreme dimensions it does not compare with the Firth of Forth bridge, which is about one mile in total length, it has the distinction of having the longest span in the world by 90 feet, the two cantilevers of the Forth Bridge being 1,710 feet in length. The total width of the floor is 80 feet, and provision is made for a double track railway, two roadways for vehicles and two sidewalks. In a cantilever of this magnitude the individual members are necessarily of large proportions, the main posts, for instance, being 325 feet in length, and each weighing 750 tons.

—Negotiations are now under way by which the

Mackenzie and Mann syndicate will secure the controlling interest in the Montreal Terminal Railway. That the Mackenzie and Mann interests should secure the control of the Terminal Railway would seem to be a natural consequence to their securing



A WATER WHEEL INSTALLED AT SHAWINIGAN FALLS WHICH WOULD ALMOST SWALLOW A SMALL RIVER.

the controlling interest in the Great Northern Railway of Canada and the Chateaugay and Northern Railway, in which almost the same group of capitalists were interested as those at present connected with the Terminal Railway. The Chateaugay & Northern Railway has its entrance into the city along a right of way adjoining the Terminal lines.

—Under the auspices of the League of the Empire,

ability to take the chair, and adding that he would have liked to join in cordial testimony to the qualities of the French Canadians, whose attributes were a credit to themselves as well as to Britain, and an example of the results of granting free self-government. Sir G. Parker said he had just arrived from South Africa, where he had spent four and a half months studying problems which were infinitely difficult and complicated. There two races were working, but he dare not say they were working together. The time had not yet come when, as in Canada, the two peoples were united together for a common good and a common end without question of each others *bona fides*. French Canada was an example of what loyalty might do, while preserving the characteristics of race and power and individuality. Mr. Kennedy said it was greatly to the credit of the French Canadians and to that of our own race that the former had been educated into such loyalty as they now possessed—a loyalty which was becoming more and more a loyalty of the heart. Personally he was very fond of the French *habitant*. Many of our own race seemed to have a grudge against him for the reason that he was a French Canadian and not an Englishman.

Happily we were coming to appreciate our neighbors more than we did—to appreciate the qualities which we do not possess, and which we prided ourselves upon not possessing. The French Canadian farmer was an extremely hospitable man, one easy to get along with, easy to coax, and very hard to drive. He was also a very careful, thrifty body, like the Frenchmen of old France. A farmer above all things, he stuck tenaciously to his language, yet, without knowing it, he used a good many English words which had slipped in. He still preserved a considerable amount of the picturesqueness which his forefathers brought over from France 200 or 250 years ago. Portraits of Jacques Cartier and of the explorer La Salle were amongst the

earliest pictures shown upon the screen, and an interesting series depicting life in French Canada followed. Mr. Colin Forbes, who has been commissioned by the Canadian Government to paint a portrait of the King to be hung in the Canadian House of Parliament at Ottawa, and Lady Parker, were among those present.

—A contract has been signed with the Allan line for a steamship service between Canada and France. The contract extends from the date of opening of navigation in 1905, to the opening of navigation in 1908. Montreal and Quebec are named as the Canadian ports of call during the St. Lawrence season, and Halifax or St. John during the winter. The French ports of call are Cherbourg or Havre, at the contractor's option. There are to be not less than eighteen round trips a year. From May to November, inclusive, there shall not be less than two round voyages a month. From December to April, inclusive, the remaining four voyages shall be made. The number of voyages may be increased to twenty-four voyages a year. For eighteen voyages Canada is to pay a subsidy of \$100,000, and if twenty-four voyages are called for \$133,333.33 is to be paid. The steamers to perform the service are the Laurentian, Pomernian, Sardinian and Buenos Ayrean.



Area—351,873 Square Miles
Map of Canada—with portion marked black showing position and extent of Quebec.
Population—1,648,898

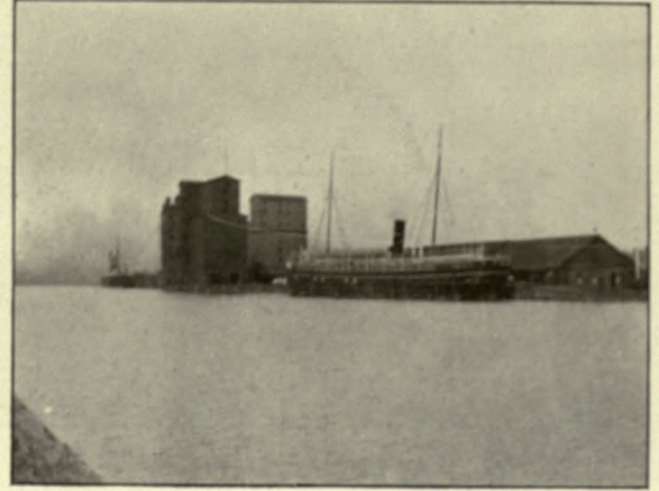
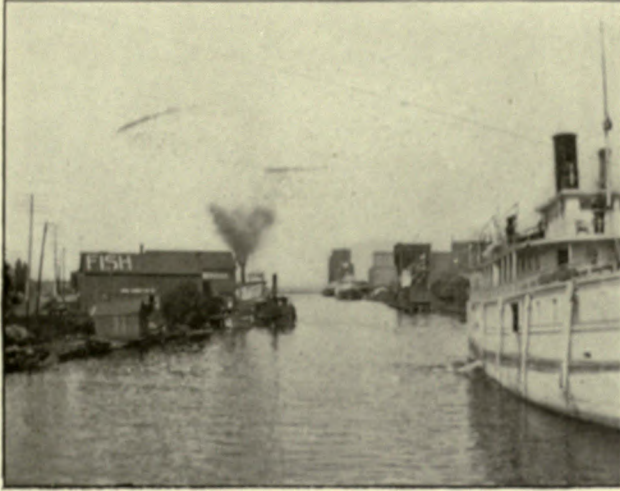
a lantern lecture entitled "The French Canadians" was delivered at Caxton Hall, Westminster, London, on Feb. 5, by Howard A. Kennedy. Sir Gilbert Parker, M.P., who presided, read a telegram from Lord Aberdeen expressing regret at his in-

Ontario

—The Dominion Government passed an order-in-council granting the Canada Steel and Tin Plate Co., Morrisburg, the right to develop 1,100 horse-power in the Williamsburg canal, and a by-law is being prepared for submission to the property-holders. If the by-law carries it will authorize the

towns of Welland, Port Colborne and Fort Erie have had gas for years, and vast quantities are piped across the Niagara river to Buffalo, N.Y. Lately gas has been supplied to the city of Niagara Falls, Ont., and is being used there for lighting, heating and power purposes, many small manufacturing

—The Bacchus syndicate are about starting the construction of the great power dam, which will employ 400 men, and when complete, Fort Frances will have the cheapest power to be found in America. Rate per horse-power is not to exceed \$14 per annum, which is claimed to be the lowest price



VIEWS OF THE HARBOR OF OWEN SOUND, GEORGIAN BAY—POPULATION OF TOWN OVER 9,000

council to borrow \$76,100, to be used for electric development purposes, and divided as follows: \$30,000 to the government for developing the water-power; \$38,750 for electrical machinery; \$5,100 for transformers, and \$2,250 for land. In order to borrow this sum the village will secure permission from the Ontario Government to consolidate the municipal debt, and will then issue debentures to cover a period of sixty years. The concessions asked for by the company are, in addition to the \$2,250 for land, 700 electric horse power, free water and exemption from taxation (except school taxes). The village is also expected to secure to the company the right to run a railway track down to the river. The company's side of the agreement is to erect eight mills at a cost of \$300,000, to employ about 400 men, and to buy from the village the surplus electric power (estimated at from 400 to 800 horse-power) at \$12.50 per horse-power.

—The appointment of Mr. W. F. King, Dominion astronomer, has been gazetted as His Majesty's commissioner for the demarcation of the Canada-Alaska boundary line and for the re-survey and re-marking of the Canadian-United States boundary line from Lake Superior to the Pacific Ocean.

The appointment of J. P. Mabee, of Toronto, and Louis Coste, C.E., Ottawa, as members of the International Commission to investigate and report on the condition and uses of waters adjacent to the United States boundary line has been gazetted.

—The Atikokan Iron Company is the name of a million dollar Mackenzie and Mann enterprise for the purpose of mining ore and manufacturing pig iron and other products of iron and steel at Port Arthur. Another company, the Canadian Coal and Ore Dock Company, will construct docks to supplement the works at a cost of \$500,000. These will have a capacity of 200,000 tons of coal and 100,000 tons of ore. Port Arthur supplies a site of forty acres. Large iron deposits on the line of the Canadian Northern will be worked.

—The use of natural gas is rapidly becoming more extensive in the Niagara peninsula. The

concerns using it exclusively either in gas engines or to heat steam boilers. New gas fields are being exploited in different parts of the peninsula, and pipe lines are being laid to supply gas to St. Catharines, Thorold, Merriton, Dunnville and Hamilton. More gas is being used now than ever before and the consumption will be greatly increased during the present year.

—The Canadian Shredded Wheat Co. is establishing a factory at Niagara Falls, Ont., to manufacture food products similar to those manufactured by the Natural Food Co. at Niagara Falls, N.Y.

—The excavation of the wheelpit and tunnel of the Electrical Development Company at Niagara Falls has been practically completed, and they are now being lined with brick. Good progress is being made with the works of all the electric companies on the Canadian side of the falls.

—The first iron mine in the immediate vicinity of Sault Ste. Marie has commenced operations, and ore is being shipped to the Algoma Steel Works at the rate of 35 tons a day. The ore comes from the Williams mine, a few miles from the river. The output will be increased shortly. The ore is claim-

ed in the world. There will be constructed an independent power-house of 1,000 horse-power for immediate use. The dam will be completed Jan. 1, 1907; the cost will be about \$3,000,000; and a further investment of \$2,000,000 will be made in other industries, among which the following are projected: A flour mill, to make 5,000 barrels of flour per day; a pulp mill, capacity 300 tons per day, which will employ 400 to 500 men; several big saw mills and a paper mill and woodenware factory.

Two other railways are heading for Fort Frances, the Minnesota and International from St. Paul, and the Duluth and Iron Range from Duluth. The union depot will be built next September.

—So much has been heard of late about the plant lately owned by the Cramp Steel Co., but to be operated by a new corporation, the Northern Iron and Steel Company, a description of the works at Collingwood will no doubt be read with interest. The site covers fifty acres on the harbor front, and is particularly well chosen with a view to shipments by rail and water. The plant consists of open hearth steel converting furnaces, suitable for the production of basic open-hearth steel, together with large rolling mills to roll the product into such shapes and materials as the market demands. The furnaces are of the stationary type, similar in design to those in use at the Carnegie works in Pittsburg, and are of twenty ton capacity each. They are installed in a structural steel building 100x120 feet. The plant is thoroughly equipped in every respect for the rapid and economical production of steel. Solidity and durability in construction and modernness in equipment are everywhere evident to the eye of the expert. Huge hydraulic cranes handle the molten steel with ease and rapidity, while elevated trestles and railway tracks provide for speedy transportation to all parts of the works. The

plant is capable of producing daily a little over one hundred tons of open-hearth steel. In its manufacture iron and steel scrap of various descriptions, old machinery, etc., are used, together with a fixed 50 per cent. of pig iron.



Area, 260,862 square miles.

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

Population, 2,182,947

ed to be of Bessemer quality, and it is predicted that within a short time Minnesota and Michigan ore will not be needed there. It is also announced that a second mine will be opened 25 miles below the Soo within a few days, the product to be used by the Lake Superior Ore Corporation.

RESOURCES



CARMAN, MANITOBA, "THE GARDEN CITY" OF THE PROVINCE

Manitoba

—The new C. P. R. hotel at Winnipeg, which will be in readiness next year, will be the largest hostelry in Canada. It will have 315 guest chambers, and 63 rooms for staff accommodation. This gives it seventy chambers more than the Chateau Frontenac, Quebec, and 58 more than the King Edward Hotel in Toronto. There will be a vice-regal suite of six rooms in the second flat. The building will be seven storeys high with a basement.

—From the new city directory Winnipeg has now a population of 97,041, an increase of 20,096 residents in 1904. Fifty new streets were added during the year, and there are now 2,282 business houses in the city.

—The operating department of the Canadian

Northern Railway at Winnipeg will renew about 900 miles of track with 250,000 new ties this season. This big work will begin with the first open weather and be pushed so that it may be completed by July 15, thus placing the system in shape for wheat rush.

—The report of the Marine and Fisheries Department contains a statement by Mr. A. P. Low on his explorations in the Hudson Bay territory and adjacent regions. Landing was made and possession taken of the following territory: Southampton Island, Ellesmere and adjacent islands, North Devon and North Somerset. At Pond's Inlet three sealers were met whose catches were: Diana, 3 whales with 5,000 pounds of bone; Eclipse, 2 whales with 3,000 pounds of bone; Balena, 1 whale

with 1,500 pounds of bone. Mr. Low landed and examined the country around Pond's Inlet. The small rivers and other streams have valleys cut deeply into the plain, and their banks show the stratification of the sands, clays and gravels. Small pieces of tertiary lignite are found in the river bed, and this points to these deposits having a greater age than the glacier period, and they may correspond to the coal bearing formations of the upper rocks of Greenland. Similar coal has been found in the drift in a couple of places along the east coast of Baffin Island, between Pond's Inlet and Cumberland Gulf, showing that the tertiary deposits may be quite extensive. The presence of this coal is probably important in itself, as it is doubtful if the deposits are sufficiently extensive and the qual-



INDIANS (QUITE UP-TO-DATE IN THEIR ATTIRE, AND AS WE SEE THEM TO-DAY) DELIVERING WHEAT OF THE BEST QUALITY TO ELEVATORS AT REGINA, ASSINIBOIA

ity of the coal sufficiently good to warrant the risk of transportation or the cost of mining in these inaccessible places. But the presence of these deposits may prove important in respect to the possible deposits of alluvial gold in them, and it would be well in the future to test the beds of streams flowing through them for the precious metal.

—There is a general impression that the government homestead lands in Manitoba are about exhausted. This may be true with respect to those districts to which settlement was first attracted through the construction of railways or other causes, but there are extensive areas in the northern and eastern portions of the province where free land is still available. For instance north of township 18, between Lakes Winnipeg and Manitoba, there are no less than fifty townships, or, in round figures, 1,152,000 acres, about half of which is homesteading land. In this district the soil is good. Some parts are timbered or scrubby, but there is considerable open prairie and haylands. Settlement is gradually extending and will doubtless increase with the construction of colonization roads and railways. There is also a great extent of homesteading lands in the vicinity

of Marchend and thence S.E. along the Canadian Northern Railway in Southeastern Manitoba in the vicinity of the international boundary. Homesteading has been active in that district during the past year, a good many of the settlers being immi-

ers in this district. West of Lake Manitoba, in the Dauphin district, there are also considerable quantities of free grant lands that have been surveyed, while there remain one hundred townships west of Lake Winnipeg yet to be surveyed. In fact, a glance at the land maps shows that but little more than one-third of the area of Manitoba has been surveyed.

—The inspector of buildings, Winnipeg, in his annual report, throws an interesting light on the progress of the Metropolis of the West. The comparison of value of new buildings for the past five years is as follows: 1900, \$1,441,863; 1901, \$1,708,557; 1902, \$2,408,125; 1903, \$5,689,400; 1904, \$9,651,750.

Figures for other cities for last year follow: Toronto, \$5,885,120; Montreal, \$3,646,484; Hamilton, \$1,000,000; St. Paul, \$3,712,343; Cincinnati, \$5,326,000; Buffalo, \$6,638,319; Detroit, \$6,737,105; Minneapolis, \$7,820,040; Boston, \$18,500,767; Philadelphia, \$21,930,000; Chicago, \$44,724,790; New York, \$75,267,780. Taking into consideration population, Winnipeg shows enormously larger percentage than these cities, being four times that of New York.



Area—73,732 Square Miles
Population—255,211
Map of Canada—with portion marked black showing position and extent of Manitoba

grants from Minnesota. East of Lake Winnipeg and south of the Winnipeg River, there are also considerable areas of free grant lands, a good part of which is suitable for mixed farming, and which drained will doubtless be in greater favor than it is at present. There are thriving settlements of foreign-

North-West Territories



LUMBER YARDS AND MILLS AT STRATHCONA, ALBERTA, OWNED BY J. M. WALTERS

—Mr. K. W. Mackenzie, mayor of Edmonton, and Mr. J. A. Morris, president of the Edmonton Board of Trade, visited Montreal recently. When asked if Edmonton was growing, Mayor Mackenzie stated that when the 1901 census was taken the population was 2,600. It was now upward of 7,000, and when additional railway facilities were given it will grow with even more rapidity.

Population, he said, was spreading out both east and west of Edmonton with great rapidity, and already land as distant as 250 miles to the east of the city had been located and settled in anticipation of railway facilities.

Land located some twelve miles from Edmonton purchased for \$12 per acre, had recently been sold for \$20 per acre, and sold too in about the same unimproved condition in which it was bought.

The soil and general features of the country made the land particularly well-fitted for general farming; the section around Edmonton being in no sense a grazing country exclusively. As regards the raising of wheat, both Mayor Mackenzie and Mr. Morris pointed out there were already twenty flour mills at Edmonton. The country was well suited to the raising of grains and general farming, and there was no doubt that butter and cheese would be journeying from Edmonton to Montreal for shipment to England.

—Messrs. J. W. Huff and C. J. Carter, of Edmonton, have been awarded a contract to supply the Grand Trunk Pacific Railway Company with 100,000 railway ties for use in the construction of the western section of Canada's new transcontinental line. The ties are to be delivered at Battleford as soon as practicable. It is understood that the Grand Trunk Pacific Railway Company were insistent as to the time limit within which the ties must be delivered.

—The Northwest Territories has been spoken of as the land for the poor man, and in many senses it is. It has been peopled largely by men with small means, men who came here with little more than enough for a start—a yoke of cattle, a breaking plow and barely enough to keep them through the first year, yes, and many of them not even that. Houses were built of logs, drawn from quite distant timber sometimes, or failing that, of sods. From such a start in a few years thousands have risen to independence and wealth beyond their fondest dreams. Their farming was of the simplest kind, all it was necessary to do was to tickle the sides of old mother earth and she brought forth bountifully wheat the like of which acknowledged no superior. With financial ease came better farming; yet to-day wheat is the mainstay. The same thing is being repeated to-day all over this wide

land. On every hand is to be seen the beginning of new homes, started in a humble way, but bright always with the hope that frugality and industry will reward the beginner with a measure of success beyond his sincerest expectations. That the fertility of our prairie land is not of an evanescent kind is amply evidenced by many early settlers who last year cut just as heavy a crop as they ever did off land that has been under cultivation for well nigh twenty years. That the unbroken prairie land is equally as fertile as that now broken is amply borne out by the results attained by hundreds of new settlers that have made a start this last few years.

Because during the past year or two there has been a great rush to secure land, it must not be supposed that all the good land has been taken up. When the immense stretch of country suitable for settlement is considered one is amazed at its vastness. So large is it that one has to travel over it several times before the full extent of the land that was at one time thought fit only as grazing land for roaming buffalo, as a hunting ground for the wild Indian or a field for the intrepid trapper, finally impresses itself upon one. Assiniboia has 90,340 square miles; Saskatchewan 107,000, and Alberta 106,000. A total of 303,340 square miles, or 191,770,600 acres. As this includes rivers and lakes, and land which is said to be unfit for settlement,

RESOURCES

let us cut this estimate in two and say 100,000,000 acres of good land. Our correspondent writes us that it is not safe in being hasty to condemn any district as being poor and unfit for settlement. Be-

cause it looks uninviting as one passes through it, does not follow that it is not fertile. Districts which were given a bad name and which many thought were not fit to settle in have proved otherwise.

The opening up the soil for cultivation has produced wonders as many a settler can tell, who, in locating on this land, thought that he might have found better soil if he had only time to seek it.

British Columbia

—It may not be generally known that the largest cattle ranch in Canada is in the Nicola valley, B.C., where 150,000 acres of land are owned by the Douglass Lake Cattle Co., and 25,000 head of cattle and 7,000 horses are kept. Four thousand calves are branded yearly. The cattle have their liberty amongst the hills summer and winter.

—In 1891 Lord Aberdeen bought 12,000 acres of land about five miles from Vernon. Then the principal products were wheat and cattle. Now the products consist of the finest of fruit marketed from the Coldstream ranch.

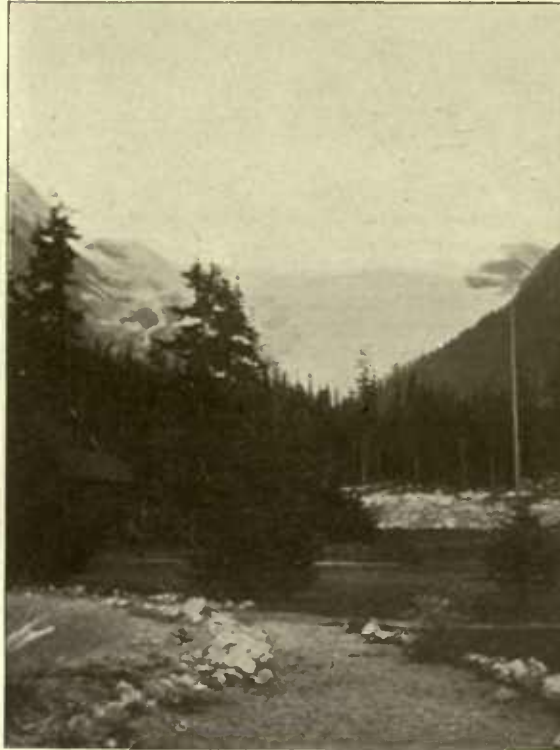
—The climate on the shores of the Okanagan is said to resemble that of California in many ways. The air is dry and healthy, and favorable to people troubled with pulmonary complaints. A slight snowfall in winter, no wind, the temperature rarely below zero. A little rain in spring and autumn. Six months of summer, dry, calm, with warm days and cool nights.

—Between the towns of Fernie and Moyie there are eighteen large sawmills with 80,000,000 feet of lumber piled in their yards. It is expected that all this and other lumber will be used in building new towns in Alberta and Assiniboia.

—General Superintendent Marpole, of the Pacific division, and General Superintendent Jamieson, of the Western division of the C.P.R., were in Winnipeg recently, Mr. Wm. Whyte, 2nd vice-president of the C.P.R., having called a meeting for consultation with the general superintendents on the Western lines. Mr. Marpole says he is greatly pleased at the outlook at the coast.

There is a marked increase in business activity throughout the whole of British Columbia, and Victoria and Vancouver are feeling the effects. The construction of the new hotel at Victoria and the improvements and enlargements of the docks will

give employment to a number of workmen, and the planning of these works is a sufficient indication of the confidence which is placed in an increase of business and shipping for the Orient.



GLACIER MOUNTAIN, SELKIRK RANGE, BRITISH COLUMBIA

—The present year has opened very auspiciously for the Crow's Nest Pass Coal Co., as is shown by their annual statement. At the close of last year's business the company's books showed net profits of

\$406,049. During the year 742,210 tons of coal had been mined, an increase of 81,092 tons over the previous year's production. Of this coal 393,016 tons had been used for coking, producing 245,118 tons of coke, an increase of 77,339 tons over last year's output. The total export of coke amounted to 109,412 tons, an increase of 78,323—the increased production thus being entirely exported. The company is now operating 1,128 coke ovens at Fernie, Michel and Carbonado.

The efficiency of the company's plant is shown by the fact that last year it was only found necessary to spend \$234,000 on improvements, as compared with \$810,000 during the preceeding twelve months.

After paying dividends of ten per cent. for the year, the directors transferred to the reserve fund \$1,764,600, and carried forward \$203,320 to the credit of profit and loss account.

—The directors of the Rossland-Kootenay Mining Co., Limited, have issued their report and account for the year ending Aug. 31st last. Owing to the difficulty of obtaining satisfactory rates from the smelters, the shipments of ore during the year were greatly restricted. The profit and loss account shows a credit balance of £8,898.

—The need of an iron works on the Pacific coast has long been acknowledged, and there is now some talk of the C. P. R. establishing one on much the same basis as those at Sydney, C.B.

Fields of iron ore are very prolific on the island of Vancouver, and especially along the line of the Esquimalt and Nanaimo Railway, which was recently acquired by the C.P.R.

—Ten thousand nine hundred and one tons of silver-lead ore and 2,239 tons of zinc ore have been shipped from the mines in the Slocan district, B.C., during the year 1904. During the year the Slocan Star paid a dividend of \$50,000.



TRAIN OF LOGS, ROYAL CITY MILLS CAMP, NEAR VANCOUVER, BRITISH COLUMBIA

FIRE LIFE MARINE	<h2 style="margin: 0;">Lukis Stewart & Co.</h2> <p style="margin: 0;"><u>INSURANCE</u></p> <p style="margin: 0;">Special Agents Liverpool & London & Globe Insurance Co.</p> <p style="margin: 0;">General Agents Maryland Casualty Co. (Employers' Liability and Steam Boiler)</p> <p style="margin: 0;">16 St. Sacramento Street MONTREAL, Que.</p>	FIRE LIFE MARINE
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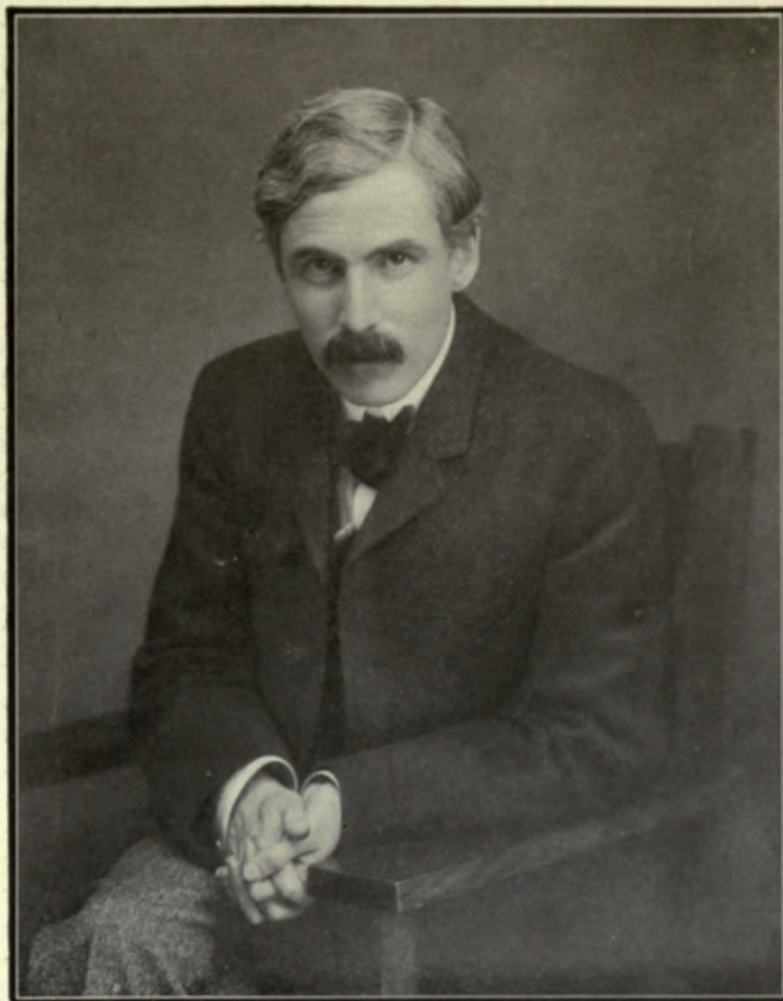
Latest Canadian Publications

LIKE a star of the first magnitude which has suddenly blazed forth in the firmament, comes Norman Duncan with his first book, "Doctor Luke of the Labrador" (Fleming H. Revell Company, New York and Toronto). The customary evolution of a noteworthy author—a gradual concentration of nebular luminosity into radiant and tangible visibility—has not obtained in this instance. As the light is to the star, so is the book to its author, and "Doctor Luke" glows, quivers and pulsates in every line with the elemental forces which constitute Life. Not merely human life, which Mr. Duncan has depicted with a realism and sincerity of detail not easily forgotten, but life as revealed in the rushing winds and howling storm, in the crash of breakers on a rugged shore, in purple crags and sunlit seas, blue skies and smiling flowers, and, not least of these, Life in the light of things Eternal.

In writing of the Labrador and its fisher-folk, Mr. Duncan has annexed a new territory in the world of fiction, which adds much to the general charm and attractiveness of the story. The description of the lives and customs of these simple dwellers in this remote section of our country moves the reader to feelings of deepest surprise and pity. The great power of the book though lies in its intensely human quality. It is this attribute which will make it live through generations yet unborn, and render it, in all probability, the greatest novel yet produced by a Canadian. The insight given us of the innermost workings of the hearts and minds of those who dwell closest to Nature, and, therefore, God, is a reminder much needed by us who live amid the artificial environments of the modern business world.

Pathos and humor, each of the choicest, rarest kind, are exquisitely blended, and in such a manner as to prove conclusively that Mr. Duncan has that spiritual vision which penetrates rough and sordid exteriors and enables him to see divinity in the humblest of God's creatures. For example, what could be more touching than old Skipper Tommy's words of comfort to a dying woman:

"Hush!" he said. "Don't you go gettin' scared lass. Don't you go gettin' scared at — the thing that's comin'—t'you. 'Tis nothin' t'fear," he went on, gloriously confident. "'Tis not hard, I'm sure—the Lard's too kind for that. He just lets us think it is, so He can give us a lovely surprise when the time comes. Oh, no, 'tis not *hard*. 'Tis but like wakin' up from a troubled dream. 'Tis like wakin' t' the sunlight of a new, clear day." * * * 'Tis only that that's comin' t' you—only His gentle touch—an' the waking. Hush! Don't you go gettin' scared. 'Tis a lovely thing—that's comin' t' you!"



NORMAN DUNCAN
THE AUTHOR OF "DR. LUKE OF THE LABRADOR," IS A CANADIAN BY BIRTH AND EDUCATION, HAVING BEEN BORN IN BRANTFORD, ONT., COMPLETING HIS ACADEMIC STUDIES IN THE UNIVERSITY OF TORONTO.

Newfoundland

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.

In Newfoundland it may be fairly said that success depends only on "the man behind the gun."

Every assistance in procuring guides and obtaining information given on application to the General Passenger Agent of the Reid Newfoundland Company, St. John's.

More Sportsmen visited Newfoundland and with greater success in 1904 than any previous year.

Write for folders, maps and full particulars for 1905 to H. A. MORINE, General Passenger Agent,

Newfoundland Railway, St. John's, Nfld.

Or what more subtle humor can be found than the same worthy's view of woman:

"The Lard knowed what He was about. He made them (women) with His own hands, an' if He was willing t' take the responsibility, us men can do no less than stand by an' weather it out. 'Tis my own idea that He was more sot on fine lines than sailin' qualities when He whittled His model. 'I'll make a craft,' says He, 'for looks, an' I'll pay no heed,' says He, 't' the cranks she may have, hopin' for the best.' An' He done it! That He did! They're tidy craft—oh, ay, they're wonderful tidy craft—but 'tis the Lard help un in a gale o' wind!"

What Hall Caine has done for Iceland, Kipling for the Indian jungles and hills, and Thompson Seton for our own forests, Norman Duncan has done for the Labrador, and his future prominence as an author depends, not on his being able to produce something superior to "Doctor Luke," but something to equal it.

A Great Emigration Scheme

A SCHEME of great interest to Canadians is proposed by Mrs. Close, of 101 Eaton Square, London, for dealing with British State children in an entirely new way. The scheme has been widely noticed in the Old Country, and has received the support of all the leading newspapers there.

There are at present in England and Wales some 8,000 children over whom the Boards of Guardians exercise parental control. A few guardians and some charitable institutions do send their children to Canada, but none have taken out children under nine years of age, nor children of feeble mind or body.

Mrs. Close, after a tour through Canada, where she interviewed the leading statesmen and interested officials, proposes that the guardians be given the power to purchase, or hire, a number of small farms of from 200 to 300 acres, for preference in the Maritime Provinces, upon which from 15 to 20 of these young children should be located under the charge of an English woman sent out to take charge of the establishment, and a Canadian farmer and his wife who would superintend the practical work on the farm. Mrs. Close calculates that suitable timber-built farm-houses could easily be purchased in Canada, at a cost roughly of \$5,000, whilst 200 acres of land could be had for \$5 an acre, or a total of \$6,000. The cost of transit from London to Halifax is about \$10.50, whilst each child's outfit would be about \$17. The children would attend the ordinary elementary schools and would make themselves useful in the dairy, garden, field and kitchen, as well as getting practical training in such useful work as carpentering, painting, ironwork, etc. On the children attaining the age of twelve or fourteen years, they would cease to be under the charge of the guardians and could then either get employment for themselves in Canada or join the army, navy or mercantile marine.

Such in brief outline is the scheme which was discussed at

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the Mansion House, London, on the afternoon of January 30th. Among those present were: Mrs. Close, Admiral T. Dalrymple Hay, Mr. C. Duff Millar (Agent General for New Brunswick), Lieutenant-General Laurie, M.P., and Sir F. Dixon Hartland, M.P. The Lord Mayor (Alderman John Pound) presided. He called upon Mr. J. D. Rees, C.I.E., to explain the scheme and move the first resolution. With considerable energy and force this gentleman set out in more detail the scheme we here roughly outline. He quoted Sir Charles Tupper, Sir Thomas Shaughnessy and other Canadians in support of the scheme, and said that the Dominion and Provincial governments had promised grants of lands. He laid emphasis upon the fact that the cost of maintaining a State child in England was £32 (\$160) against £27 (\$135) on the proposed farms in Canada, and he pointed out further that very soon it might be expected that the farms would maintain the children free of cost. He painted a very true and accurate picture of the delights of life in the Annapolis Valley, where it was proposed the first farm should be established, and concluded by saying "the scheme possessed all the elements of true Imperialism, for it called in the distant and sparsely populated parts of the Empire to redress the balance disturbed by congestion at the heart, and it favored the growth of strong and sturdy citizens, neither parochially minded nor parochially reared." Mr. Duff Millar, agent-general for New Brunswick, was now called upon by the Lord Mayor to second the resolution proposed by Mr. Rees, namely:

"That in the opinion of this meeting further measures are required for dealing with State children, and that the Local Government Board be re-



I buy and sell lands all over Western Canada.

Reference—Imperial Bank of Canada, Winnipeg.

125,000 Acres

This land is in the famous **Quill Plains**. A rich black loam of a depth of two feet, with a clay sub-soil. Water is found at a depth of from ten to twenty feet. The luxuriant grass and pea vine growing on these prairies makes this district a paradise for stock. The Canadian Northern Railway, now in operation, passes through these lands. Within the past year no fewer than fourteen towns have sprung up in this district of Saskatchewan.

70,000 Acres

This is a magnificent tract of land, suitable for ranching and mixed farming. Ranching is in actual operation on the land. Owners retiring from business. These lands are well watered and covered with luxuriant grasses. This is one of the finest pieces of land in Western Canada.

I have some splendid farm lands in Manitoba, in the famous Carman district, the "Garden Spot of Manitoba," and within thirty miles of the city of Winnipeg, Manitoba.

960 Acres

An improved farm of 960 acres, between two lines of railway, 30 miles from Winnipeg. 15,000 bushels of splendid wheat, in addition to the other grains, were taken off this farm last year. Owner is retiring from business. This is a first-class opportunity for a man with a little capital. For particulars address

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quested to consider Mrs. Close's scheme and to take such action in the matter as may be deemed necessary and desirable."

As speaking the opinion of New Brunswick upon the scheme, he was listened to with great interest and attention. He said that his Government had taken a great interest in Mrs. Close's scheme. The Maritime Provinces were in need of population, and those provinces were, in every way, suit-

able for the purposes of the scheme. The Executive Council of New Brunswick were strongly in favor of it, and the Government would make a free grant of 200 acres to the Guardians in respect of each group, say, four adults and 20 children, placed upon a farm purchased by the Guardians, on conditions that the children attended the local school and that the home be inspected. He read an extract from a letter from Lord Minto refuting some absurd stories about the severity of the climate of Canada, and saying that he was convinced that there was no more healthy climate for children of all ages than Canada's. Lord Minto added that he heartily sympathised with Mrs. Close's scheme. He said that Mrs. Close's estimates of cost were correct.

The Lord Mayor now called upon Mrs. Close, who addressed the keenly interested audience with an emphasis which could only

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- (1) That the management of RESOURCES are to be the sole judges of the merits of the photographs sent in.
- (2) That all the photographs received become their property, to be used by them in any way they think fit.
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- (4) That all photos shall be sent in unmounted.

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MONTREAL

Photo Competition

The result of the fourth photographic competition is as follows:

First Prize, - - \$12.50

MISS L. A. BURNS,
CLEMONTSPORT, N.S.
Picture—Old Church, page 12,

Second Prize - - \$7.50

GEO. T. SANDERSON,
BURNBRAE,
GALASHIELS,
SCOTLAND.
Picture—Shadow River, page 10

Third Prize - - \$5.00

JAS. FOGARTY,
OWEN SOUND, ONT.
Views of Owen Sound Harbor, page 17.

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impress the serious-minded hearer with the conviction of the speaker. She denied that any stigma would attach to the children who might go out under the scheme. "The Canadians," she said, "are too high-minded to blame a child for what was not its own fault." She spoke of the encouragement given to her whilst in Canada by Sir Thos. Shaughnessy and others, and said that from the Atlantic to the Rocky Mountains she had met with nothing but enthusiasm for her scheme.

A somewhat heated discussion followed, and there seemed to be a large number present who did not agree with the scheme as proposed. Amongst others, Dr. Barnado said he had no feeling of opposition to child emigration, but his experience of 25 years ago had shown him that it was dangerous to the health of the pauper infants to emigrate them under five; when he had done so, the death rate amounted to 200 per thousand, but since only older children had been emigrated, the rate had gone to eight

per thousand. He moved an amendment that

"While desiring to see an increase of child migration by the Boards of Guardians, we consider Mrs. Close's scheme impractical, difficult to work, and very costly."

Mr. Albert Spicer stated that the existing agencies could handle far more children—there were 13,819 applications for children in Canada last year, as against 1,903 emigrated—and they could deal with the question far more cheaply than Mrs. Close's did.

A number of other gentlemen spoke, and finally it was decided to hold another meeting, March 5 being suggested as the date, when the Guardians would have an opportunity of showing that Mrs. Close's scheme was not workable.

The Lord Mayor finally put the amendment. There was a considerable show of hands in favor. He then put the resolution, which he declared to be carried, this decision being received with many signs of disapproval.

A vote of thanks to the Lord Mayor for presiding terminated the proceedings.

ELINOR CLOSE is the youngest sister of Sir Phillip Tatton-Mainwaring. She married Mr. Henry G. Close in 1869, and has been a wide traveller, having visited every country in Europe and also North Africa and North America. She was one of the few ladies who gave evidence before the Royal Commission on the Physical Degeneration question. She has for many

years been interested in politics, and her scheme for emigrating British State children to Canada has attracted widespread attention in Great Britain.

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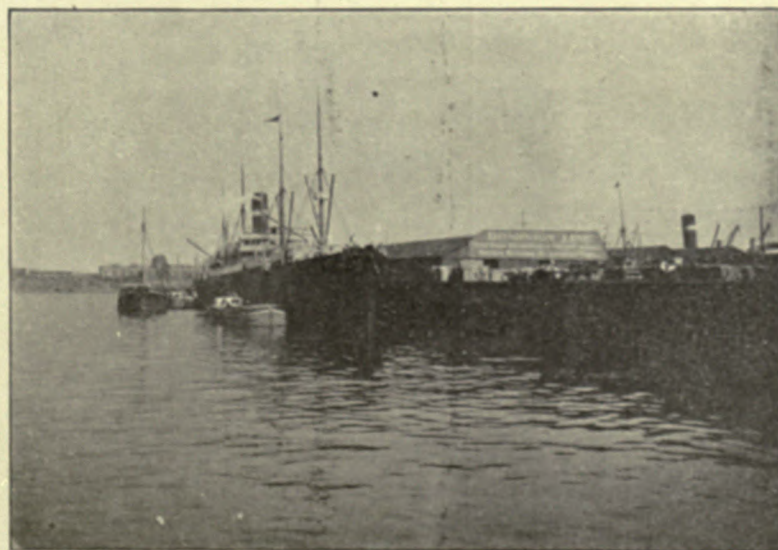
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" Mar. 2	CANADA - - -	" Mar. 18
" " 9	SOUTHWARK -	" " 25
" " 16	DOMINION -	" April 1
" " 23	KENSINGTON -	" " 8
" " 30	VANCOUVER -	" " 15
" April 5	CANADA - - -	" " 22

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



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

There is no stauncher 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.

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